



Hongkong Daily Press

ESTABLISHED 1857

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No. 19,104 號四十六百一千九萬一第 日六初月九年未己 HONGKONG. WEDNESDAY, OCTOBER 29TH, 1919. 三拜禮 號九十二月拾年捌國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00 "	to 9.30 "	" 10 "
9.30 "	to 11.00 "	" 15 "
11.00 "	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.00 p.m.	" 10 "
1.00 p.m.	to 5.30 "	" 15 "
5.30 "	to 6.00 "	" 10 "
6.00 "	to 6.30 "	" 15 "
6.30 "	to 8.00 "	" 10 "

NIGHT CARS.

5.50 p.m.	8.00 p.m.	8.30 p.m.
9.30 p.m.	to 11.30 p.m.	Every 30 minutes
11.45 p.m.		

SATURDAY.

Extra Car—12.00 Midnight.

SUNDAY.

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 "	to 11.00 "	" 10 "
11.00 "	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 10 "
1.00 p.m.	to 5.30 "	" 15 "
5.30 "	to 6.00 "	" 10 "
6.00 "	to 6.30 "	" 15 "
6.30 "	to 8.00 "	" 10 "

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As on Week Days.

SPECIAL CARS by arrangement at
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Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time-tables,
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representing Bank Notes.
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General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 3. A Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through
CANTON (Tai Sha Tau)	dep.	7.30	8.35	9.40	10.45	11.50	12.55	1.00	2.05	3.10	4.15	5.20	6.25	7.30	8.35	9.40	10.45	11.50
SHIRK LUNG	arr.	7.40	8.45	9.50	10.55	12.00	13.05	14.10	15.15	16.20	17.25	18.30	19.35	20.40	21.45	22.50	23.55	25.00
Shum Chun	arr.	7.50	8.55	10.00	11.05	12.10	13.15	14.20	15.25	16.30	17.35	18.40	19.45	20.50	21.55	23.00	24.05	25.10
Shungshui	arr.	8.00	9.05	10.10	11.15	12.20	13.25	14.30	15.35	16.40	17.45	18.50	19.55	21.00	22.05	23.10	24.15	25.20
Fanning	arr.	8.10	9.15	10.20	11.25	12.30	13.35	14.40	15.45	16.50	17.55	19.00	20.05	21.10	22.15	23.20	24.25	25.30
Taipei Market	arr.	8.20	9.25	10.30	11.35	12.40	13.45	14.50	15.55	17.00	18.05	19.10	20.15	21.20	22.25	23.30	24.35	25.40
Taipei	arr.	8.30	9.35	10.40	11.45	12.50	13.55	15.00	16.05	17.10	18.15	19.20	20.25	21.30	22.35	23.40	24.45	25.50
Shatin	arr.	8.40	9.45	10.50	11.55	13.00	14.05	15.10	16.15	17.20	18.25	19.30	20.35	21.40	22.45	23.50	24.55	26.00
Yau Ma Tei	arr.	8.50	9.55	11.00	12.05	13.10	14.15	15.20	16.25	17.30	18.35	19.40	20.45	21.50	22.55	24.00	25.05	26.10
Hungshui	arr.	9.00	10.05	11.10	12.15	13.20	14.25	15.30	16.35	17.40	18.45	19.50	20.55	22.00	23.05	24.10	25.15	26.20
KOWLOON	arr.	9.10	10.15	11.20	12.25	13.30	14.35	15.40	16.45	17.50	18.55	20.00	21.05	22.10	23.15	24.20	25.25	26.30

UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through
Last Ferry	dep.	7.30	8.35	9.40	10.45	11.50	12.55	1.00	2.05	3.10	4.15	5.20	6.25	7.30	8.35	9.40	10.45	11.50	12.55	1.00
KOWLOON	dep.	7.40	8.45	9.50	10.55	12.00	13.05	14.10	15.15	16.20	17.25	18.30	19.35	20.40	21.45	22.50	23.55	25.00	26.05	27.10
Hungshui	dep.	7.50	8.55	10.00	11.05	12.10	13.15	14.20	15.25	16.30	17.35	18.40	19.45	20.50	21.55	23.00	24.05	25.10	26.15	27.20
Shatin	dep.	8.00	9.05	10.10	11.15	12.20	13.25	14.30	15.35	16.40	17.45	18.50	19.55	21.00	22.05	23.10	24.15	25.20	26.25	27.30
Taipei Market	dep.	8.10	9.15	10.20	11.25	12.30	13.35	14.40	15.45	16.50	17.55	19.00	20.05	21.10	22.15	23.20	24.25	25.30	26.35	27.40
Taipei	dep.	8.20	9.25	10.30	11.35	12.40	13.45	14.50	15.55	17.00	18.05	19.10	20.15	21.20	22.25	23.30	24.35	25.40	26.45	27.50
Fanning	dep.	8.30	9.35	10.40	11.45	12.50	13.55	15.00	16.05	17.10	18.15	19.20	20.25	21.30	22.35	23.40	24.45	25.50	26.55	28.00
Shum Chun	dep.	8.40	9.45	10.50	11.55	13.00	14.05	15.10	16.15	17.20	18.25	19.30	20.35	21.40	22.45	23.50	24.55	26.00	27.05	28.10
SHIRK LUNG	dep.	8.50	9.55	11.00	12.05	13.10	14.15	15.20	16.25	17.30	18.35	19.40	20.45	21.50	22.55	24.00	25.05	26.10	27.15	28.20
CANTON (Tai Sha Tau)	arr.	9.00	10.05	11.10	12.15	13.20	14.25	15.30	16.35	17.40	18.45	19.50	20.55	22.00	23.05	24.10	25.15	26.20	27.25	28.30

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The Railway Administration do not guarantee that the ferries mentioned in this
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Shataukok arr.	9.45	12.55	3.15	6.55
Fanning arr.	8.00	11.15	2.00	5.50
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NAVAL STORE OFFICER
Hongkong, October 25th, 1919. [1442]

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of the MEETING of the
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REVISED BY THE MEMBERS

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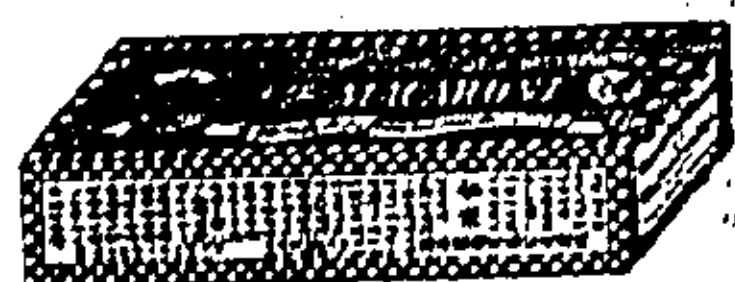
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BRITAIN'S OVERSEAS TRADE CONSULAR SERVICE WORK. SPECIAL MISSIONS ABROAD.

Important recommendations are made in the report, issued on September 29th, of the committee appointed to examine the question of Government machinery for dealing with trade and commerce. In the main, the Committee have given their attention to (1) the machinery for commercial purpose in foreign countries, and particularly the Consular service and commercial attaches, and (2) the organization at home, and especially the relations between the Foreign Office, the Board of Trade, and the Department of Overseas Trade. Dealing first with the Consular service, the Committee say, it appears now to be agreed on all sides that this service should remain under the control of the Foreign Office. Consuls, although largely concerned with commercial questions, have other and most important duties to perform, and indeed are, as representatives of the British Government, the guardians of the interests of British subjects in places where no diplomatic mission is stationed. Even in relation to matters which are purely commercial, the influence and prestige of the Consular officer is dependent to a great extent on his connection with the diplomatic mission to which he is immediately responsible. Nor do they consider it practicable permanently to place the appointment and control of Consuls under one department, and the supervision of their work of collecting commercial intelligence and safeguarding commercial interests under another.

The Consular officers and commercial secretaries who gave evidence before the committee were unanimous in their opinion that consuls would be placed in an impossible position if they were to be appointed and controlled by the Foreign Office, while their commercial work (which it is hoped, will in the future form the most important part of their duties) would be carried out for another department, and would pass through the Foreign Office. They urge that the department which appoints, pays, promotes, and controls the consuls should be in a position to take a live interest in the work which they have to do, and able to appreciate it at its proper value.

On the question of improvement in the conditions of the Consular service the committee say they are convinced that an enlargement of the Consular staff and an improvement in its training and status are urgently required. They understand that the War Cabinet have recently approved a scheme put forward by Sir Arthur Steel-Maitland, so far as it relates to the development of the Consular service, including the creation of new posts, training, and allowances, and they recommend that the parts of the scheme which have been so approved be brought into operation as early as possible. In this connection they add that, while they appreciate the objection to sanctioning the payment to a particular class of civil servants of salaries free from income-tax, they think that, in view of the reduction by the War Cabinet of this recommendation, the scale of pay will require revision.

After dealing fully with the Commercial Diplomatic Service, Board of Trade, attaches, temporary missions, the committee arrive at the conclusion that the Department of Overseas Trade should continue, as at present constituted, and should receive the full support of both the parent departments. It will be for the Board of Trade to formulate the commercial policy of the country, and it will be the duty of the Department of Overseas Trade to carry it out so far as it relates to overseas trade. On the question of co-operation between the department and the Foreign Office, the committee say:

"We consider it desirable to urge that the Foreign Office shall take care that it is impressed upon his Majesty's Ministers and Consuls abroad that the Department of Overseas Trade is in fact a part of the Foreign Office, and that they must look to it for instructions and guidance in commercial questions. We think it necessary to emphasize this for the reason that the commercial diplomatic witnesses who have appeared before us have complained that they do not know to whom to look for instructions; and that the status of the Department of Overseas Trade is not appreciated or understood in several of the British embassies in foreign capitals."

The following summary of recommendations is added to the report:

ABROAD.
That the Consular Service remain under the control of the Foreign Office.
That the proposals in the scheme for the reform and development of the Consular and Diplomatic Service, other than those which relate to the Trade Commissioner, Service and Labour Attaches, be adopted.

That the Board of Trade be authorised from time to time, after consultation with the Foreign Office, to send temporary missions for special purposes to foreign countries, such missions to be under the control of the embassy or legation concerned, and that for this purpose a sum be included yearly in the Board of Trade estimates.

That the Board of Trade be represented on the selection and promotion committees for the Consular and Commercial Diplomatic Service.

That British representatives abroad be recommended to keep in touch with the British Chambers of Commerce formed in the countries to which they are appointed.

AT HOME.
That the Department of Overseas Trade continue as at present under the joint control of the Foreign Office and the Board of Trade.

That the Board of Trade remain responsible for general commercial policy, and that it be the duty of the Department of Overseas Trade to give effect to that policy overseas.

(Continued at foot of next column.)

CAPITAL AND LABOUR. "A GREAT NATIONAL FELLOWSHIP."

In the Economic Science and Statistics Section of the British Association, at the annual congress on September 29th, Mr. F. Huth Jackson read a paper on "The National Alliance of Employers and Employed." He stated that it was in 1916 that a group of three employers and four trade unionists met to discuss the probable effect which war conditions would have on our industrial system. To that small and unpretentious gathering was to be traced not only the National Alliance of Employers and Employed, but the whole of the great movement towards co-operative effort which now promises to remould our industrial life, and which recently led to the calling by the Government of the National Industrial Conference and the setting up of the National Joint Industrial Council.

From the commencement they realised that in industrial development there could be no middle course. The old enemies, Capital and Labour, had either to plunge into more bitter and more widespread strife, or to discover a common ground on which they could get together and for themselves work out the lines of harmonious progress. In the face of insuperable difficulties the national alliance had to-day in thirty of the most important industrial districts in the country joint area committees were working in harmony and understanding, not only for the peaceful reorganisation of industry as such, but for the development of higher social conditions and the raising of the standard of life. The machinery of the national alliance was designed not only to bring the employers and employed of a given industry together for the settlement of their own special problems, but also to link up the employers and employed of all industries in a particular area in a joint endeavour to improve the general conditions in that area.

The work which the national alliance had taken in hand was a great and difficult one, but on its accomplishment depended the future of our country. The evil influences of hate and struggle between the forces of Capital and Labour had built high and wide their barriers of antagonism and dark mistrust. They could not be swept away in a day, but the experience of the national alliance had shown that on each side there were far-sighted men who were realising the errors of the past, and who were willing to join in a great national fellowship for the security of the future. Workers must recognise that they must give a full day's work for a full day's pay, and the management of a business, from the raw material to the finished product, must remain in the hands of the employer.

"Price Fixing with Special Reference to Australian Experience." Logically, he said, the only effective policy was for the State to control the channels of production.

QUESTION OF PROFITEERING.
The president, Sir Hugh Bell, in opening the discussion, said it was essential that employers and employed should get to understand the respective standpoints of the two parties. Dealing with Sir Charles Wade, he remarked that the Government interfere in all questions of economics disappeared. Was the State really an entity to which they could turn for the solution of their difficulties? Had they not to come back to the proposition that all the commodities of the community must be self-productive—must pay the cost of production? (Hear, hear.)

"I am one of those people," he proceeded, "who very much doubt that there is such a thing as profiteering. (Hear, hear.) I am not only an iron-master and coal owner, which is a desperate confession to make—(laughter)—but I am also a farmer, and during the war it was a shameful confession—I made a great deal of money at farming. I had a beef which was sold for £17 before the war. A butcher offered me £24. Supposing I said, 'No, you can have it for £17.' Do you think anybody would have had beef cheaper?" Profit-sharing could remove small difficulties, but it was not adequate as a general solution of the problem.

Sir Robert Hadfield, a member of the Council of the National Alliance, said that twenty-five years ago he tried to start in London the Industrial Union of Employers and Employed. He found great sympathy on the part of Labour, but very little on the part of the employers. Had the movement gone on it would have solved many of the difficulties of to-day. There were now seven different organisations with similar objects, and he thought it was time they had more co-ordination. From his works in Sheffield he brought 150 men and boys to London. They visited scientific institutions, and some of the boys wrote essays on their experience. There was no extremism or Bolshevism in them. The boys were all out to improve themselves.

That suitable office accommodation be forthwith provided for the Department of Overseas Trade in close proximity with the offices of the Foreign Office and the Board of Trade, and, if possible, that the three departments be housed in the same building.

That the Consular and Commercial Departments of the Foreign Office be transferred to the Department of Overseas Trade.

That the War Trade Intelligence Department be transferred to the Department of Overseas Trade except as to those branches which may be more conveniently transferred to the Board of Trade.

That a standing committee or board be formed for the discussion of matters relating to overseas trade, to consist of the heads of the Board of Trade, Foreign Office, and Department of Overseas Trade, with power to call in representatives of other departments, and that such standing committee or board meet at regular and frequent intervals.

AGAINST DUAL CONTROL.
Mr. Dudley Docker, in the course of a minority report, says he considers that the system of dual control of the Department of Overseas Trade is at the root of the trouble.

STATE AS EMPLOYER. NATIONALISATION CRITICISED. HOW TO INCREASE WAGES.

In the section of Economic Science and Statistics at the congress of the British Association on September 29th, the presidential address was delivered by Sir Hugh Bell, who reviewed the present industrial situation.

Those who cried out against capital, he said, overlooked the fact that in modern industries no man could be set to work except by means of a capital sum first found for the purpose. In the industries he knew best something over £200 was needed to put a man to work. The population of this country increased at the rate of about 1 per cent. per annum. This meant that for every 1,000 men, to whom employment was being given about ten youths were ready to be set to work each year, and something over £2,000 must be found year by year to give them employment. It was not an unreasonable boast for a captain of industry to say that in this respect he had performed his duty to the community.

One further point must be made. Men saw some great enterprise (and the railways would serve very well as an example), and looked upon it as a capitalist organisation. But when the circumstances were examined it was found that it consisted of a multitude of small holdings, and a comparatively few of large amounts. In the North-Eastern Railway something like 30,000 shareholders held the £20,000,000 of capital of various denominations, on the average, some £1,000 each. Consider the widespread distress which would be caused if the income from the same were to cease.

He had made a similar calculation for a large colliery undertaking in which he was interested, with the following result. The capital in shares and debentures was about £1,300,000. There were just over 1,500 shareholders. They employed 3,500 men. Each shareholder therefore, provided employment for about three men and held on the average £735. Before long they would require further capital. They saw their way to enlarge their operations, and so to provide employment near to their homes for the fifty to sixty youths who, each year, grew to manhood and needed productive employment if they were not to become burdens on the community. They hoped their 1,500 shareholders would have laid by enough to provide the £12,000 a year which was necessary for this purpose. They were assuming they or someone would provide it, for they were using their resources (reserves and depreciation funds) in this way, and shortly it would be incumbent on them to fund this obligation and add it to their capital.

Let them be very cautious how they interfered less by their produced evils, infinitely greater than those which it was sought to remove. What, for example, would these fifty to sixty young men say if they replied to their applications to be given work with them that all their resources had been used in paying additional wages, and they had accordingly been obliged to let their plant deteriorate instead of adding to it, and that, far from offering additional employment, they feared they might have to dismiss men to whom they at present gave work?

INCENTIVE OF INDIVIDUAL GAIN.
Passing on to consider the widespread tendency towards what is somewhat vaguely called Nationalisation, Sir Hugh Bell said:

"Let us assume for the present purpose that it signifies that the State shall become the owner of any enterprise which is nationalised—as it owns the business, the Post Office, the Telegraphs, and the Telephone. Let us ask what advantage will be gained by the assumption of ownership. A centralised management even of so simple a business as that of collecting and distributing letters and parcels, has not been an unqualified success. Where the business is more complicated, as in the other examples, the success has been even less conspicuous. What reason have we to hope then in such intricate matters as the railways or the mines better results will follow? The incentive of individual gain will have disappeared, and with it the readiness to accept such risks as those to which commerce has already been made. We may easily find that the developments needed to find employment for our young people are not forthcoming; for without such risks being taken no growth of employment will take place. Unless I am mistaken a great temptation will be put before politicians to make concessions to the huge army of voters who will be in the direct employment of the Government."

The experience of these few years has failed to teach the lesson that you cannot touch one branch of labour without affecting all others. An advance of wages, given to one section will inevitably be demanded by all others. The result will be prejudicial to the whole community. As regards each individual trade it may be of little moment what we call the wages—the wage earner has, in the past, obtained a certain (very large) percentage of the whole value of the product; whether it is called one hundred or two hundred is of little moment, unless indeed he can succeed in obtaining for himself higher rates of wage than those prevalent in other industries. But as regards international trade, the position may be very different, and we may find ourselves shut out of foreign markets because our wages are made artificially high, just as we should be excluded if, for example, the shipowners could compel us to pay inordinate freights on some indispensable raw material like cotton.

A cure will speedily come, but it may come after great suffering has been inflicted on the whole community. Parliament can easily impose on the employer, whether a private individual or the State, the payment of a certain wage if

a man is employed, but one thing it can not do and that is compel the employment of the man at a wage which the price of the article he produces will not suffice to pay. The man will remain unemployed. That is the drastic remedy which economic law imposes. We may escape it by making up from some other source the deficiency if we insist on having the article and refuse to pay the cost. But this remedy is only applicable to some small part of our total product. When we come to such industries as these now talked of it is impossible. We must make the industry self-contained.

GREATER PRODUCT NEEDED.

The hope that by transferring its ownership to the State from the individual will enable us to pay more is foredoomed to disappointment. There is indeed one and only one way in which higher wages can be obtained. That is by a greater product per unit of capital and per unit of wage. If an article now produced at a combined capital and labour cost of, say, 50 can, by improved methods, be produced at, say, 30 and still sold for 100, and its capital is still satisfied with its former share, then the whole of the extra 20 will come to labour. Long experience teaches me that it is in this way, that wages have advanced in the past, and that in this way alone can they be further increased in the future.

But it may be said that those most concerned are not striving alone, or even chiefly, for higher wages, but desire to participate in the management and to bear their part in deciding the questions of policy which up to now have been in the hands of the employers. To this no fundamental objection can be raised. The more completely the men engaged in any enterprise understand it the better it will probably be for the whole. But large questions of policy require knowledge and appreciation of circumstances which can with difficulty be acquired by persons whose life is necessarily passed in quite other surroundings. The full information should be given to the persons in question cannot be denied. The claim to deal with matters of management lying quite beyond their competence cannot be conceded. The final impulse comes from one mind which cannot divest itself of its responsibility, nor exercise it under such conditions as those suggested would impose.

In conclusion, Sir Hugh Bell said they must obtain a larger product if they were to have more to divide. Restrictions in output, whether produced by the act of the Legislature, the will of the worker, (let them add) the hindrance of a tariff, would fail to effect this. None of the short cuts now proposed would lead them to their goal. "Can we convince those most deeply interested of the truth of this? The task is not an easy one, for promises without end are made to accomplish what is desired without pursuing the patient and laborious course which alone can lead to a happy solution. For my part, I rely on the common sense of my fellow countrymen. The speedy abolition of all artificial prices by which we shall get to know the real cost of what we buy will be a great help. We may hope that on this will follow an earnest desire on the part of all to do their best for the commonwealth convinced that on this intelligent altruism we are best serving our own ends. A better division of industry would ensue. The net result would be a happy and contented nation, in which the efforts of each would be more guided by the common welfare than by the selfish desire for the advantage of the individual."

EX-SOLDIERS AND HOUSING. SCENE IN COUNCIL CHAMBER.

At Newport, County Borough Council on September 10th, there was an amazing scene in which ex-soldiers were in controversy from the public gallery in the Council Chamber with the Mayor and members of the Corporation on the question of housing. The Newport Housing Committee have not yet been able to make a start with their building schemes, but, as the need for houses is so great, it was proposed to take possession of a military hospital, formerly the workhouse. During the consideration of the Housing Committee's report it was mentioned that it was proposed to accommodate in this building sixty separate families, with an ultimate limit of 1,000 persons, for the whole building.

The ex-soldiers in the gallery protested that to provide for sixty families was of no real use, as there were 800 families in the town who needed accommodation. The Mayor informed the interruptors that unless order was maintained it would be necessary to clear the gallery. Immediately there was an uproar, and there were cries of "We have fought once, we can fight again." The men defied the Mayor, to order their removal. There was a tremendous hubbub, lasting a quarter of an hour, during which members of the Corporation and ex-soldiers shouted at each other from floor to gallery and from gallery to floor.

Councillor E. A. Charles, sympathising with the soldiers, threw oil on the troubled waters. The chairman of the Housing Committee (Councillor) William Evans (ex-Mayor) contended that the fault was not with the Housing Committee or the Corporation, who had done all they could, but with the Government departments. One soldier said they had returned from the front, and were living like cattle. The original interruptor asked, "Is it right for an ex-soldier, his wife, and six children to be living in one room?" He characterised two-thirds of the council as fossilised, and said they ought to give up their seats and submit themselves to the electors. If the council had had any foresight or vision they would have prepared for soldiers before they came home. Order was eventually restored.

AMERICAN RED CROSS SOCIETY.

ANNUAL MEETING OF HONGKONG CHAPTER.

The annual meeting of the Hongkong Chapter of the American Red Cross Society was held yesterday, at the American Consul-General's Office in Ico House Street. Mr. G. E. Anderson, Consul-General, presided.

The following Executive Committee was elected:—Messrs. G. E. Anderson, W. D. Kraft, O. H. Ritter, D. M. Biggar, F. Parker, F. H. Moller, M. B. Yung, Mesdames E. T. Singer, J. J. Cunningham, L. Dunbar and C. Richardson.

The receipts of the Society for the past year totalled \$13,936.16, of which \$10,915.92 was spent in purchasing supplies for the operation of the organisation in Hongkong, and \$1,020.24 was remitted to the Central Organisation by the local association. A sum of \$2,007.34 remained, which could be considered as "cash in hand."

During the year the local chapter made up from material purchased by itself 60 odd cases of bandages, garments, etc., which were sent, mostly to Siberia, for the comfort of the troops.

The present plans of the chapter are merely to keep the organisation intact against contingencies of all sorts, and to induce every American citizen in the Colony to become a member. The Central Organisation in America is in need of \$15,000,000 to carry on its work in all parts of the world, and has appealed to the local chapter for assistance. The American Red Cross is not only interested in the welfare of its nationals, but in the welfare of all the peoples of the world. It is not only looking after the devastated regions in Europe, but also the United States and Siberia. In many respects it finds its activities growing greater and it has just the same demand to-day as during the war.

An effort will be made by the local chapter to secure as many associate-members as possible. In this connection the Society wishes to acknowledge the part played by the American citizens of the Chinese race and their friends who have supported the association by becoming associate-members, and it is hoped that they will continue their support. At present many of the Chinese on the list are known as magazine-members, that is, associate-members who are entitled to receive the Red Cross magazine, issued by the central organization. The present plan of the central organization, however, is to charge a separate subscription for the magazine.

HONGKONG—A BIG CHINESE CEMETERY.

At a meeting of the Sanitary Board, yesterday afternoon, the Hon. Mr. E. R. Hallifax presented the report of the sub-committee appointed to consider the application for a site at Apichau to be used as a burial ground for the Tung Kun community. He said it was undesirable to make Hongkong a cemetery for Chinese who died in all parts of the world. There was no particular reason why the Chinese who went abroad and died there should have their remains buried in this Colony. They had no connection with Hongkong, but were connected with their own villages, ancestral temples and burial grounds in South China, and the facilities of getting through Hongkong to their own burial grounds in South China were plentiful. It was true that Hongkong was responsible for all those who died here—and that was a great number. Mr. Hallifax then referred to certain correspondence, setting out the impossibility of granting more land, otherwise, the whole Island would be one big cemetery. As regards the permanent residents, the Government had made arrangements at Aberdeen for a Chinese permanent cemetery; that was to say, one where there would be no exhumations. If each district wanted a separate section in which they could conduct their own religious services, the Tung Wah authorities were prepared to meet this demand by giving a portion of the ground to each, but he thought that, as each district contributed to the Tung Wah, each district should be asked to contribute towards all burials in its own particular area. On the other side, the condition must be made that those Chinese who died abroad should not be allowed to be buried here. He moved that the application be refused, and that the applicant be referred to the Tung Wah to see whether they could not come to a satisfactory arrangement.

Mr. Tso seconded this motion, which was carried unanimously.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE CHIEF JUSTICE. (SIR WILLIAM REES DAVIES, K.C.J.)]

THE RATTAN MAKERS' FEUD.

The hearing was concluded of the case in which four Chinese were indicted for the murder of a Chinese rattan-maker at the corner of Shanghai Street and Jordan Road, Yaumatei, on August 18th.

The Acting Attorney-General (the Hon. Mr. H. E. Pollock, K.C.), prosecuted, and the Hon. Mr. C. G. Alabaster defended.

Of the four prisoners originally charged with the offence, one was discharged during the proceedings, owing to the failure of the witnesses for the prosecution to identify him.

The three remaining prisoners denied on oath all connection with the murder and set up alibis. Their statements were corroborated by other witnesses.

Mr. Alabaster, for the defence, said that never had a case for the prosecution failed more hopelessly than this case. The prosecution depended on the uncorroborated evidence of a man with the appropriate name of Im Sin. The only motive which the Crown had put forward for the murder was jealousy between two guilds. However trivial that motive might appear, the Crown submitted that it was sufficient to induce ten men to commit a cold-blooded murder. How much more would such a motive induce one man to commit perjury? They were not even sure that Im Sin was present when the crime was committed, for his story of the attack did not tally with that of the son of the deceased man, who, however hopelessly he may have been as a witness, was undoubtedly present when his father was killed. Mr. Alabaster contended that a man of his guild having been killed, Im Sin, determined that some of the members of the opposing guild should suffer, had gone to the Police and with them identified the prisoners.

The jury brought in a unanimous verdict of "Not guilty" and the prisoners were discharged.

STORE-BREAKING.

AN EPIDEMIC IN WEST POINT.

Breaking into godowns and stores seems to be the latest occupation of a gang of thieves at West Point. On Thursday night two stores were attacked. Fortunately, the Police managed to arrest two of the men.

At the Magistracy, yesterday, one of the men was charged with breaking into a store at West Point.

Defendant and three others forced open the lock, entered the premises, and stole a quantity of gunny bags. A watchman arrested the defendant as he was leaving the premises, but the others made their escape.

Inspector Macdonald informed the Magistrate that several stores had been entered lately, and as a result, special Police were detailed to watch. The work was evidently that of one gang.

Mr. Hutchison sentenced defendant to six weeks' hard labour.

The case against the second prisoner—who stands charged with breaking into a store, being in possession of burglarious implements, and returning from banishment—was adjourned.

"IRRESISTIBLE HONGKONG."

At the Magistracy, yesterday, a Chinese pleaded guilty to returning from banishment.

Defendant was banished a year ago for several larcenies he had committed. His excuse for coming back to Hongkong was that his mother had died and he desired to be present at her funeral.

Mr. Hutchison sentenced defendant to six months' hard labour.

A DRY BED FOR THE DAMP WEATHER.

At the Magistracy, yesterday, a Chinese pleaded guilty to stealing a plank from a timber yard.

Defendant stated that he usually slept in the street, but owing to the damp weather he thought it best to steal the plank and use it as a bed.

Mr. Hutchison sentenced defendant to three weeks' hard labour.

ROW IN A RESTAURANT.

A waiter in a Chinese restaurant assaulted a customer with an iron bar because he purchased a couple of cakes to eat on the premises and, instead, carried them away. The waiter was arrested and at the Magistracy, yesterday, was fined \$5.

SATURDAY'S GYMKHANA.

The following times were recorded yesterday morning, all gallops being on the Sand Course:—

Burning Daylight, 1 mile, 38.3-5, 1.12-2-5, 1.44-2-5.

Cao, 1 mile, 37, 1.12-2-5, 1.48.

Kirkdale, 1 mile, 37, 1.11-3-5, 1.45.

Johnstone's Unnamed Grey Sub., 1 mile, 40, 1.13-3-5, 1.52-3-5.

Cornet, 1 mile, 41, 1.18-4-5, 1.54.

Rab, 1 mile, 36-1-5, 1.10-2-5.

Gray Boy, last 1 mile, 37-4-5, 1.12-1-5.

Tonic, last 1 mile, 38-2-5, 1.12.

Alexander, last 1 mile, 36-4-5, 1.11-1-5.

Gentle Cat, 1 mile, 41, 1.19, 1.34, 2.26-2-5.

Red Ensign, 1 mile, 33, 1.10-2-5, 1.45-2-5, 2.18-1-5.

Bend Or, 1 mile, 38-3-5, 1.21-1-5, 2.05, 2.44.

Pink Eye, 1 mile, 37-1-5, 1.15, 1.59, 2.20-2-5.

Maybe, 1 mile, 39, 1.18-2-5, 1.52-4-5, 2.26-4-5.

Dalesman, 1 mile, 41-4-5, 1.22-2-5, 2.04-1-5, 2.40-1-5.

Rochester, 1 mile, 37-2-5, 1.14-2-5, 1.49-1-5, 2.21.

Scotchbox, 1 mile, 35-1-5, 1.10, 1.42-3-5, 2.21.

Smoke Box, 1 mile, 37-2-5, 1.15, 1.51-2-5, 2.27-2-5.

Morning Star, 1 mile, 35-1-5, 1.12, 1.47-3-5, 2.23.

Yeoman, 1 mile, 35-1-5, 1.12, 1.47-3-5, 2.26.

THE HANDICAPS.

"A" CLASS, 1 MILE.—Rochester, 150lbs.; Scotchbox, 157lbs.; Smokebox, 157lbs.; Gentle Cat, 150lbs.; Bend Or, 154lbs.; Malcolm, 150lbs.; Alexander, 149lbs.; Burning Daylight, 149lbs.; Maybe, 145lbs.

"B" CLASS, 1 MILE.—The Card, 150lbs.; Kirkdale, 150lbs.; Leander, 152lbs.; Lovejoy, 150lbs.; Dalesman, 149lbs.; Morning Star, 149lbs.; Ringwood, 143lbs.; Snuffbox, 143lbs.

FIVE FURLONGS.—Scotchbox, 160lbs.; The Card, 157lbs.; Kirkdale, 155lbs.; Leander, 152lbs.; Lovejoy, 150lbs.; Dalesman, 149lbs.; Whitefang, 145lbs.; Rheostat, 145lbs.; Excelsior, 144lbs.; Snuffbox, 143lbs.

DISTANCE HANDICAP.—Tonic, scratch; Kirkdale, 5 yds.; Grayboy, 10 yds.; Leander, 15 yds.; White Chalk, 25 yds.; Whitefang, 30 yds.; Excelsior, 35 yds.; Rheostat, 40 yds.

MILE-AND-A-QUARTER.—Pink Eye, 162lbs.; Scotchbox, 157lbs.; Gentle Cat, 150lbs.; Rochester, 150lbs.; Malcolm, 148lbs.; Alexander, 148lbs.; Burning Daylight, 147lbs.; Bend Or, 145lbs.; Maybe, 144lbs.

SPORT.

CRICKET.

C.S.C.C. 2nd XI. v. C.R.C. 2nd XI.

This match will be played on the Civil Service, on Saturday, commencing 2 p.m. The teams will be as follows:—

C.S.C.C.—W. Hill (capt.), F. Bacon, E. C. Fincher, R. Dunne, G. H. Haslett, S. E. Alderman, G. E. Roylance, E. T. Crocker, R. T. Taylor, S. Hamer and H. W. Sandford. Reserves: R. C. Watt and T. G. P. Foulds.

C.R.C.—Wan In Shing, Lo Man Pan, Yung Hin Lun, Lee Ying Chiu, Sun Kwok Leung, Hung Ho Chiu, Lai Kuen, Chan Hin Lee, Lee Ching Wing, Cheung Wing Kui and Wong Po Keung.

SIDELIGHTS ON LIFE IN THE EAST.

"Looker On," of Kuala Lumpur, writes to a Straits newspaper as follows: My business in this State makes me a "Looker On." All life is a platform or stage and intensely interesting to me. Here I see some very funny things, even without my glasses.

Poor Devil! He was a gunner. The mere civilian may not know he was therefore trained at Woolwich and a R. A. officer. An accident to one eye made it advisable for him to get out and he readily accepted a fairly well paid position out here in a general merchant's store. He is a keen organiser and good mathematician so is in charge of accounts and post order departments. My young friend is daily turned down because he is in a shop, you know, and of course one couldn't know him, though he really seems a decent sort of fellow!

She, a charming girl with a much coveted degree, the daughter of a Harley Street doctor, known to me as "My V.A.D.," is married to a planter. She would insist that I tell you he is yet but an assistant planter and the Club "ladies" (save the mark) never manage to see her somehow because she does not keep a car.

One of the said ladies was a housemaid in Devon, and another was a shop girl in London.

I have noticed in my wanderings in this State that it is the deeply religious who ride two in a ricksha. I thought slavery had been abolished by the law of human kindness. It is constantly brought home to "Looker On" that the greatest grumblers are "those who don't pay their bills."

STATE AND COAL MINES.

A NEW ZEALAND SCHEME.

The New Zealand Board of Trade have been inquiring into the coal industry of the Dominion, and their report is of much interest at the present moment. In view of the strong national interest in the coal supply, it is said, considerable thought was devoted to the question of the desirability and practicability of nationalising the mines of New Zealand, and the report sets out that "the Board, after carefully considering all relevant arguments, are of opinion that some form of nationalisation is urgently needed as an essential step towards removing shortcomings of long standing, effecting needed improvements of a positive kind, and avoiding evils that threaten to turn the industry out of the course of healthy and sane development. But the Board are of opinion that this desired change should not take the form of State purchase and direct management of the mines. They believe that direct State ownership and management, though it might lead to some of the objects in view, would not foster the highest degree of enterprise, initiative, and resourceful management, nor the necessary single-minded regard for efficient service from all ranks, nor the accumulation out of the profits of the industry of the fund adequate to its future development without becoming a burden on the other industries of the Dominion. The Board strongly urge immediate institution of a Dominion Coal Board (for development and conservation). The Dominion Coal Board should consist of representatives of:

(1) The existing coal-mining companies;
(2) The employees of these companies; and
(3) The Crown.

It is suggested that the companies and workers should each appoint two representatives, and the Crown the President of the Board, and that the functions of the Board should be:

1. The introduction of economies in the cost of producing the output of coal.
2. The conservation of the coal resources of the Dominion, with due regard to the most equitable distribution of the available supplies as between present and future needs; the systematic and easy development and expansion of the industry to satisfy the growing requirements of the community.
3. The concentration of the industry at any given time in the most profitable fields.
4. The removal of the causes of labour unrest. Subsidiary to this is the institution of proper housing for mine workers.
5. The inauguration of an efficient system of distribution.
6. The regulation of coal prices in the interests of consumers.

In order to achieve these ends it is recommended that "the Board should be empowered to take over the existing coal companies with their assets and liabilities as valuation, and to issue stock to the existing shareholders in exchange for the shares held by them at the average market value of such shares for the period of the three years immediately preceding such exchange; such average market value to be calculated and determined by a specially appointed Commission. Existing company law should apply to the Dominion Coal Board, but it should be modified wherever required to permit the Board to exercise the functions necessary to achieve the objects in view. Stockholders should be guaranteed a pure interest rate of 4 per cent. on their paid-up capital. From the balance left after payment of this rate, working and maintenance expenses, and making provision for renewals and depreciation and reasonable development, there should be paid:

"1. A risk rate to stockholders; and
2. Bonuses to stockholders and employees in proportion respectively of the amount of dividend calculated at the pure interest and risk rates combined and the total amount of the payroll of the Board."

The Board should also take over, administer, and develop the existing coalmines of the State. The industry should be subject to taxation and rating in common with all other industries."

Other suggestions made deal with a levy on the price of each ton of coal for the provision of housing and suitable means of recreation; the undertaking of the business of distribution; and the assistance of scientific and experimental work aimed at improving the efficiency of the industry. On the question of the rate of profit, the report says: "The average rate of total gains made by the companies—that is, including undivided, as well as divided profits—was 5.1 per cent. Out of this the industry had to provide interest to the shareholders, and a large part of the insurance, depreciation, and sinking-fund charges. The general conclusion of the board is that the rate of profit made in the production of coal, taking the industry as a whole, is unduly low. A large amount of capital invested in coalmining in New Zealand in the past has been lost without making any returns to the owners. The general conclusion of the board is that, except in the case of those dealers who are engaged in the retail trade on a large scale, the difference between the cost of coal to the dealers and the price received by them affords but a mere living to those engaged in it. The profits of the retail dealers cannot be assessed as exactly as those of the mining companies, because of the mixed nature of the business conducted by them, but the evidence does not support the charge that they are unreasonably high."

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending October 25th is as follows:—

	Receipts for week	Aggregate receipts for 42 weeks
This Year	\$14,104	631,566
Last Year	14,215	596,140
Increase	99	35,426
Decrease	111	

HIDDEN QUALITY

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE; IT MAY BE COVERED IN GOOD MATERIALS, THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALLED IN VALUE AND CONSTRUCTION.

WHAT ARE OUT OF SIGHT ARE AS GOOD AS ON THE SURFACE.

IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE, HONEST GOODS AT WORTH-WHILE PRICES.

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GENERAL COMMISSION AGENTS. (Hotel Marlborough, Top Floor). P.O. BOX 344.

"VIOTYP" TYPEWRITERS.

Put it in your pocket before you start and you will then be able to write the "VIOTYP" in minutes which enables you to do this in the hand, as in the machine, and stands 1 inch in height. A marvel of ingenuity and simplicity.

Owing to the high rate of exchange we have now reduced our prices to \$15 & \$20. Now exhibited at "THE VICTORIA PRINTING PRESS." Distributed by UNIVERSAL IMPORT & EXPORT CO.

NEW.

COLUMBIA RECORDS

- | | | |
|-------|--------------------|------------|
| A2768 | ALCOHOLIC BLUES | FOX - TROT |
| | KANSAS CITY | " |
| A2761 | HAWAIIAN MOONLIGHT | WALTZ |
| | NIGHTS | " |
| A2764 | MERCI BEAUCOUP | FOX - TROT |
| | MY CAIRO LOVE | " |
| A2760 | WILD HONEY | " |
| | HAWAIIAN SMILES | WALTZ |

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SEASONABLE UNDERWEAR

IN EVERY WEIGHT AND SIZE

SWEATERS.

We have a large assortment of White and Coloured Sweaters for

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GOLF HOSE SOCKS & SHIRTS IN PURE WOOL.

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IN FELT, STRAW, VELOUR AND TWEED.

INSPECTION INVITED.

NEW ADVERTISEMENTS

NOTICE.

HONGKONG UNIVERSITY
ENGINEERING SOCIETY.

THE OPENING LECTURE will be delivered by the President, PROFESSOR W. BROWN, on FRIDAY, OCTOBER 31st, at 8.45 P.M., in Room K of the University.

Subject:— "JAMES WATT"
Some Lantern Pictures will be shown.
THIS LECTURE IS OPEN TO ANY WHO ARE INTERESTED.

I. T. PUN,
Hon. Secretary.
[1453]

NOTICE TO CONSIGNEES.

SS. "WEST SEQUANA" VOY. 2-OUT.
FROM SAN FRANCISCO, JAPAN PORTS,
SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Nov. 3rd, at 10 A.M., and Nov. 4th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Nov. 4th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
As Operators, U.S. SHIPPING BOARD.
Hongkong, October 28th, 1919. [1454]

WANTED.

REQUIRED immediately an experienced STENOGRAPHER and TYPIST (Male or Female) for Professional Firm. Apply—
"CELESTOR"
Care of "Daily Press" Office. [1452]

WANTED.

EUROPEAN CLERK with experience in Imports and Exports. Good opportunities. Write stating qualifications and salary required. Box No. 1448.
Care of "Daily Press" Office. [1448]

WANTED.

SHROFF WANTED. Local firm requires capable and energetic SHROFF with security. Good salary to right man. Apply—
Box No. 1416
Care of "Daily Press" Office. [1449]

WANTED.

SECOND ENGINEER for British Steamer "SIRHAN".
Apply—
GERMINAL CIGAR STORE,
18, Nathan Road, Kowloon. [1411]

WANTED.

FURNISHED HOUSE on the Peak, Five or Six Rooms for twelve months or longer.
Apply to—
W. L. B.
Care of "Daily Press" Office. [1408]

FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK. 6-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings. [1255]

TO LET.

A VACANT PLOT of Land at Yau-ma-tei.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1417]

TO LET.

A VACANT PLOT of Land, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1395]

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [1418]

LOST.

FROM 8, Broadwood Road, Young Pompanian PUPPY Dog, sable colour. Finder please notify this address. [1429]

INTIMATIONS

NORTH CHINA INSURANCE CO., LTD.
HONGKONG BRANCH.

M. S. J. CHINCHEN will RESUME charge of above Branch from TO-DAY.
Hongkong, October 27th, 1919. [1440]

NOTICE OF REMOVAL.

ON WEDNESDAY, OCTOBER 30th, we are removing to our new premises, No. 25, DES VOUX ROAD CENTRAL. Removal will be completed by 1st November next. New Stocks of Machinery, Office Equipment and Appliances will be exhibited in our main showroom on the ground floor, and with more extensive premises we shall aim to give our customers increasingly efficient service.

ALEX. ROSS & CO.
[1443]

DIOCESAN BOYS' SCHOOL,
HONGKONG.

DURING the absence on leave of the Rev. W. T. FARMER, Headmaster of the above School, the Acting Headmaster will be the Rev. A. J. S. STEARN, M.A. (Cantab).
The appointment will date from October 30th, 1919.

Rev. H. C. MOYLE,
Hon. Secretary. [1446]

HONGKONG JOCKEY CLUB.
NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 P.M. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GEGG,
Acting Clerk of the Course.
Hongkong, October 17th, 1919. [1402]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hongkong Hotel on the 5th day of NOVEMBER, 1919, at NOON, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of all Articles thereof."

Dated this 21st day of October, 1919.
JOHN D. HUMPHREYS & SON,
General Managers. [1420]

UNION INSURANCE SOCIETY OF
CANTON LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Registered Office of the Society, Nos. 3 and 4, Queen's Building, Victoria in the Colony of Hongkong on FRIDAY, the Seventh day of November, 1919, at 12 o'clock, NOON, when the subjoined Resolutions will be proposed:—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—

(a) That shares of the Society of the nominal value of £10—each whereof £4-per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and a half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 shares of the nominal value of £10 each (whereof the sum of £4-per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above and when issued to rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty Fifth day of October, 1919.

C. H. P. HAY,
Deputy General Manager. [1438]

TRY JAPANESE CHOW.

Bukiyaki Torinabe Chiri Yosemabe
Tensura Kakime-hi
Just the season and best cooking
HOTEL CHITOSE
1st Class Hotel
No. 6, Hau Fung Lane.
1337

AUCTIONS

BY ORDER OF THE OWNERS.

PUBLIC AUCTION.

THE
VERY VALUABLE BUILDING SITE
Situate at
KOWLOON POINT,
TSIMTSATSUI,

WITH LARGE FRONTAGE ON
KIMBERLEY ROAD,
KOWLOON,
RIPE FOR IMMEDIATE DEVELOPMENT.

To be Sold by
PUBLIC AUCTION,

ON

THURSDAY,

The 30th day of October, 1919, at 12 o'clock

Noon

by

Mr. GEO. P. LAMMERT

at his Auction Room in Duddell Street.

The Property consists of:—

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1154.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

Messrs. DEACON, LOOKER, DEACON & HARTON,
1, Des Voux Road Central,
Hongkong

Or from
Mr. GEO. P. LAMMERT,
The Auctioneer. [1392]

PUBLIC AUCTION.

By Order of the Mortgagees

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction

On FRIDAY,

the 31st day of October, 1919, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board

IN ONE LOT

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions namely, Length 242 feet, Breadth 33 feet 6 inches, and Depth 18 feet 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUEN,
223, Wing Lok Street,
or

Messrs. DEACON, LOOKER, DEACON & HARTON,
1, Des Voux Road Central,
Victoria Hongkong

or to Mr. GEO. P. LAMMERT,
The Auctioneer. [1393]

A. G. DA ROCHA.

IS THE AUCTIONEER.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2312.

HAVING been Favoured with instructions from Messrs. DAVIS Co., Ltd. will sell by Public Auction on FRIDAY, October 31st, 1919, at 2.30 P.M. at The Hotel Mansions, 4th Floor, Room No. 16, SUNDAY FURNITURE AND EFFECTS.

Comprising:—
Blackwood Furniture, Glass and Crockery Ware, Tables, Chairs, Wall Plates, and Sundries.

Also
One Parlour Billiard Table, in first class condition with Balls, Cues and Accessories by The Brunswick Balls Colliery Co., U.S.A.—"Monarch Cushions."

On view from Thursday, October 30th. Terms—Cash on Delivery
Hongkong, October 28th, 1919

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Great Varieties of used and unused
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WATSON'S FINEST OLD BROWN LIQUEUR BRANDY



25 YEARS IN WOOD

SPECIALLY SELECTED FOR

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 616

AGRADECIMENTO

ANDRE MARIA CARNEIRO DA SILVA, profundamente reconhecido, vem por este meio agradecer a todos os que se interessaram por sua saudosa esposa durante a sua longa enfermidade, os que dignaram acompanhar o seu funeral e enviaram grinaldas e pesames, e muito em particular aos Revdo. Padres que se prontificaram a suffragar a sua alma no Santo Sacrificio da Missa, como tambem ao distincto medico Dr. Bernardo Souza que dispensou o extremo cuidado e zelo para aliviar os sofrimentos da finada. [1451]

HONGKONG OFFICE: 104, DES VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 29TH, 1919.

THE SERBO-RUMANIAN SETTLEMENT.

It is to be hoped that Reuter is right in saying that an important step has been taken towards the stabilisation of the situation at Bucharest by the latest decisions of the Supreme Council at Paris in regard to the territory claimed by Rumania and Serbia in Hungary. It will be remembered that the Peace Conference found it necessary a little while back to address a very sharp Note to the Rumanian Government for defying its authority by the continued occupation of places in Western Hungary and by "the systematic seizure and removal of Hungarian property," which was the common security of all the Allies. It was pointed out on that occasion that if the collection of reparation were to be allowed to degenerate into individual and competitive action by the several Allied Powers injustice would be done and cupidity would be aroused, and in the confusion of unco-ordinated action the enemy would either evade, or be incapacitated from making, the maximum of reparation. Both Rumania and Serbia protested against the Austrian Treaty on the ground that their sovereignty was interfered with by the right of appeal to the League of Nations against ill-treatment accorded to minorities within their borders, old as well as new. The Supreme Council has now refused Rumania's demand for both banks of the

River Maros as far as the junction with the River Theiss, and has stated that the Transylvanian settlement, under which Rumania obtained a province of 120,000 square kilometres rich in minerals, is irrevocable. Rumania's ambition was to secure the frontiers formed by the Rivers Theiss and Pruth. The vexed question of the Banat, which lies to the north of Serbia and to the south-west of Rumania, has been settled by dividing the territory between the two Powers, in such a way that Rumania receives a valuable mining district and Serbia two-thirds of the waterways. Rumania's claims are said to have been based on the secret treaty she made with the Allies on entering the war in 1918 and on the ethnological composition of the inhabitants of the disputed area. The arrangement thus sought, however, would have placed Rumania in possession of a considerable Serb population and of a district very precious to Serbia, not only on historical and sentimental grounds but also because its occupation "by any other State" would have left Belgrade still within gunfire of alien territory. Hence, although the Danube would be a more natural geographical partition, there were strong reasons for the present compromise.

PROPOSED SOUTH-WESTERN REPUBLIC.

Although the Members of Parliament assembled at Canton have approved in principle the formation of a separate Republic for the South-West Provinces they realise now that it is not practicable to proceed with the project if only because of the impossibility of selecting a President acceptable to all parties. It seems to be generally understood that General LUK WING-TING's approval of the change is a *sine qua non* because he commands greater military power than anyone else, and it is feared that unless he is placed at the head of the Administration he will transfer his allegiance to the Peking Government, which has already offered to restore him to his former position as Inspector-General of the two Kwangs in the event of peace, and has sent him very valuable gifts with birthday greetings. His most formidable rival is General SHUM CHUN-HUEN, the chief of the Administrative Directors of the Military Government in the South. SHUM, it is true, has tendered his resignation of that office owing to the opposition of certain M.P.s, who accuse him of privately negotiating peace-terms with Peking, but his supporters resent this treatment. In order to find a way out of the difficulty it has been suggested that LI YUAN-HUNG, who was President of China when the Parliament at Peking was put to flight by the Northern militarists, should be elected President and LUK Vice-President. As LI would not be likely to come to Canton he would only nominally occupy the position, so that LUK, acting as his deputy, would exercise full control. This idea, however, appears to have been abandoned owing to lack of unanimity.

In celebration of the Imperial Birthday, the office of the Consul-General for Japan will be closed on October 31st.

The Rev. C. A. Gimblett will conduct the religious meeting at the Helena May Institute on November 4th, at 6.30 p.m. His subject will be "Young China."

The management of the Hongkong Hotel have arranged with Miss Vera Pain and Mr. Steve Lawrie to give an exhibition of fancy dancing at to-morrow afternoon's tea-dance.

"James Watt" will form the subject of a lecture to be given by Prof. W. Brown to the Engineering Society of the local University, on Friday evening. The lecture is open to all who are interested.

The following cases of communicable disease were reported in the Colony during the week which ended on Saturday:—Gastro-enteritis, 9 (9 deaths); enteric fever, 3 (2 deaths); diphtheria, 1 (1 death) and puerperal fever, 1 (1 death). One case (1 death) of gastro-enteritis was reported on Sunday and Monday.

Another organ recital was given by Mr. J. W. White at the St. John's Cathedral, yesterday evening, when selections were rendered from Bach, Beethoven, Franck, de la Tombelle, Kinder and Archer. Mrs. O. Kong Sing and Mr. C. B. Bird contributed vocal items. A collection, in aid of the general expenses of the Cathedral, amounted to \$32.35.

A football match was played in Penang on October 18th, between the Penang C.C.—the strongest European team in British Malaya—and the officers of H.M.S. *Hawkins*. The civilians won by 3 goals to 2, the game, according to the local newspapers, being one of the fastest played there for a long time. Much talent was displayed by the naval officers, amongst whom Bonham-Carter was very prominent.

Among those leaving the Colony on leave on Thursday is the Rev. W. T. Featherstone, who came to Hongkong in September, 1914, as Chaplain to the Bishop of Victoria and Assistant Master at St. Paul's College. Since May, 1918, he has been Headmaster of the Diocesan Boys' School, and from April, 1915, to September, 1919, he acted also as Chaplain of the Missions to Seamen, Hongkong. During his absence from the Colony, the Rev. A. J. S. Stearn, M.A. (Cantab), will act as Headmaster of the Diocesan Boys' School.

H.E. the Governor gave a dinner party at Government House on Monday night. There were present:—H.E. Vice-Admiral Sir A. L. Duff, K.C.B., Miss Duff, H.E. Major-General F. Ventris, C.B., His Honour Sir William Rees Davies, K.C., Lady Rees Davies, Commodore V. G. Garner, R.N., Mrs. Garner, Miss Garner, the Hon. Mr. Claud Severn, C.M.G., the Hon. Sir Paul Chater, C.M.G., the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. C. Mol. Messer, O.B.E., the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. E. R. Hallifax, the Hon. Mr. N. J. Stabb, O.B.E., Mrs. Stabb, Flag-Captain R. Henderson, C.B., R.N. (H.M.S. *Hawkins*), Commander N. A. Woodhouse, R.N. (H.M.S. *Hawkins*), Commander F. W. Bennett, R.N. (H.M.S. *Hawkins*), Flag Lieut. R. R. Stewart, R.N. (H.M.S. *Hawkins*), Pay-Lieut.-Com. A. Holborn, O.B.E., R.N., Mrs. Holborn, and Miss Hadden.

CANTON NEWS.

OCTOBER 27th.

FORMATION OF A "REAL GOVERNMENT."

It is reported that the formation of a "real Government" will not be carried out now that the group of the M.P.s who adopted the proposal have become aware of the opposition to the project.

In view of the disagreement between the M.P.s and Shum Chun-huen, chairman of the Administrative Directors of the Military Government, it is proposed that Shum be released from the chairmanship, and that one of the directors be elected to the chair at each meeting. The proposal has been approved.

Owing to the conflict with the M.P.s, Shum Chun-huen has tendered his resignation to his colleagues in the Military Government. Certain M.P.s are proposing to recall Commander Chan Kwong-ming to return with his forces to Canton to control the situation, and others are proposing to proceed with the election of a President of the Military Government. Many other proposals are being discussed and Shum is being strongly urged to remain in office.

PRESIDENT'S GIFTS TO GENERAL LUK.

A message from Nanning states that the President Hsu Shih-chang, has presented General Luk Wing-ting with a very valuable gift of 2 porcelain ornaments (which cost \$120,000) and some silk-curtains bearing characters written by the President. It is stated that the gift is worth in all more than \$400,000. Luk has taken the curtains and returned all the other things to the President.

A PROJECTED LOAN.

It is stated that Lau Yuk-lun, the new Superintendent of the Salt Revenue Bureau, has asked the Bank of Canton for a loan of one million dollars to meet the payments due to Parliament and the 1st Squadron, the collection of the salt revenue being offered as security. It is said that, although interest at the rate of 15 per cent. was offered, the Directors of the Bank have refused the request owing to the frequent changes of the local Government.

THE TUCHUNSHIP.

It is stated that the Tuchun, Mok Wing-seon, is seriously indisposed and intends to resign. The Kwangsi leaders, whom he asked to discuss the appointment of his successor, have selected Commander Shum Hung-ying and he is being recalled to Canton immediately.

PARCEL POST TAX.

The merchants have protested strongly against the levy of a tax on parcels sent through the Post Office. The Postal Superintendent has requested the Civil Governor to abolish the tax.

WAR PROJECTS.

The members of the Military Government held another military meeting, yesterday, to discuss the question of declaring war on the Peking Government, and decided that, in spite of the majority favouring a resumption of hostilities, the declaration will not be issued until certain statements have been published to prove the Peking Government's implacability and the obstructions it has placed in the path of peace.

The Military Government has again notified the leaders at the front that they must not commence any attack on the Northern troops, or they will be held responsible for the resumption of hostilities. The Directors are considering the means of raising funds to meet war expenses.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

PASSAGES FOR THE FAR EAST.

DEPARTURE OF THE "SOMALI."

LONDON, October 22nd.
The steamer *Somali* sails for the Far East on November 7th. Half her accommodation has been requisitioned by the Government, leaving under 80 berths for civilians.

SILVER SHORTAGE IN FRANCE.

DISAPPEARANCE OF 1,000,000,000 FRANCS.

PARIS, October 22nd.

Owing to hoarding and melting down and export of coinage, in spite of prohibition against such action, silver coinage has practically gone out of circulation in France, although over 1,000,000,000 francs should be circulating.

INTERNATIONAL TRADE CONFERENCE.

WORLD CHAMBER OF COMMERCE SUGGESTED.

ATLANTIC CITY, October 22nd.

The International Trade Conference opened to-day, with five nations represented, the object being the stabilizing of the world's commerce and determining the amount of credits needed by the war-stricken countries.

It is expected that steps will be taken to form a World Chamber of Commerce. The British delegate, Sir J. H. Simpson, stated that Britain did not ask for help. She only asked that business be not obstructed. Britain had always paid her debts and always would.

A MAN WHO MADE GOOD.

HOW A V.C. REGAINED HIS COMMISSION.

"Another soldier who 'made good' is Lance-Corporal George Onions, V.C., of the 1st Devonshire Regiment.

Lance-Corporal Onions, who now lives at Monckton, Northumberland, enlisted in the early days of the war and was soon promoted lieutenant in a well-known regiment. In London one evening he got into a disturbance in a restaurant. Someone from the back gave an instruction which he executed rather forcibly. The new arrival was an assistant provost-marshal to whom, when he recognized him, Onions offered an apology. On inquiry it was found that Onions was spending a week-end in London without leave. He was court-martialled and cashiered.

Determined to make good, Onions at once volunteered as a private in the Devonshire Regiment, and on arrival at the Devons' training depot he asked to be sent to France immediately. After firing a musketry course he was given embarkation leave, and on his return pleaded to be allowed to take the place of a man who was going overseas next day. The adjutant agreed, and on April 17th, 1917, he went to the Devons in France.

HAUL OF 300 GERMANS.
A month later, he found himself in a hospital at home, as soon as he was well again he was sent back to France, and in March 1918 he was again with the 1st Devons. He was promoted lance-corporal, and on August 22nd, south of Arras, he saw his chance came. In company with another man, he was sent out to re-establish communication with a battalion on the right. In an old trench he saw a large force of Germans approaching. He placed his comrade on his exposed flank and opened rapid fire. They inflicted heavy losses on the Germans, and some threw up their hands. Corporal Onions killed on them to surrender, and no fewer than 300 Germans gave up, Onions, who was wounded, and his companion marching them back to headquarters.

For this he received the Victoria Cross, but regretted that he was not restored to his former rank as officer. When demobilized in March last he gave up all hope of reinstatement, but since then his case has been considered by the Army Council, and Corporal Onions now states that he has been notified that he is to be "gazetted" 2nd lieutenant as an act of grace in recognition of valuable services. He will relinquish the temporary commission on the same date, but will be granted permission to wear the uniform on appropriate military occasions.

THE SWEETS OF JOURNALISM.

At a recent meeting of British journalists the Chairman told the following story: I met a newspaper man-to-day who came to Fleet Street twenty years ago, with exactly 25s. in his pocket. He is now worth £240,000. He owes that entirely to his own ability and energy, combined with good health and a high code of ethics, and to the fact that an uncle recently died and left him £239,975.

BALTIC PROVINCE.

PROCESS OF SETTLEMENT.

BRITISH COMMISSIONER'S WORK.

[FROM A SPECIAL CORRESPONDENT TO THE DAILY TELEGRAPH.]

Riga, July 13th.

I was 'fortunate' enough to be present at a meeting of the Volksraad, or People's Council held in the imposing and storied hall of the Knights, in the famous Rittershaus, where formerly the Diet of Livonia used to assemble and here, amid surroundings curiously reminiscent of an era and of conditions the reverse of democratic, both the Council and the public acclaimed the new Coalition Cabinet of ten, with Uhlmanis as Prime Minister at its head. This Ministry represents a modification of the personnel agreed to a week or so earlier at Libau, in conference with the Allied representatives at that port, on the exciting day when Uhlmanis, after five weeks' enforced retirement, came ashore under the auspices of the Allies to receive a tremendous popular ovation which almost coincided with the withdrawal of all German troops from the port. Only the previous afternoon General Gough, the head of the Allied Military Mission, and other members of the latter and of the British Political and Economic Commission to the Baltic Provinces, had attended the ceremony of dismantling the eagle from the monument erected by the Germans in front of the Kurhaus, to signify their capture of the town in 1916.

According to the draft of the Ministry accepted by the Allied representatives at Libau three portfolios were to be allotted to the Balt. On his arrival in Riga on July 13th, however, Uhlmanis was forced to the conclusion that in the existing conditions of highly-keened national feeling the foregoing proportion of the Teutonic element would not be acceptable to the majority, and therefore, as I understand, with the acquiescence of the Baltic Committee itself, he reduced the Balt representation to two—viz., Magnus, as Minister of Justice, and Erhardt, as Minister of Finance. Munz, a Jew, is the third representative of non-Lett nationality in the Ministry. The remaining portfolios are held as follows: Interior, Dr. Walters; Foreign Affairs, Meierowitz; Education, Dr. Kaspars; War, General Simonson; Communications, Hermanovski; Trade and Industry, Seeborg; while Uhlmanis himself, a trained agronomist by profession, is appropriately Minister of Agriculture and Supplies. An automatic principle underlying the nomination of the new Coalition Cabinet has been the exclusion of all members of the deposed Nera Government and of all Russian representation, though, if I am not mistaken, the original Libau pact provided for one Russian.

Of the remaining Cabinet personnel, Dr. Walters (Minister of the Interior), Meierowitz (Minister for Foreign Affairs), Dr. Kaspars (Minister of Education), and Hermanovski (Minister of Communications) were all colleagues of Uhlmanis in his first administration, which was scattered when Riga fell to a prey to the Bolsheviks. The others are new men. Seeborg, despite his name, is a Conservative Lett, whose appointment was somewhat coldly greeted by the public on July 13th. Racial antagonism fully accounted for the silence which followed the announcement of the names of Magnus and Erhardt, the Baltic members of the Ministry.

DISTRIBUTION OF PARTIES.

"The distribution of party and national strength is fairly well reflected in the composition of the People's Council. Out of 103 members, ninety-three are present on July 13th, comprising twenty Lettish Social-Democrats, three Social Revolutionaries, twenty representatives of the Peasants' Union, seven Democrats, four National Democrats, two Republicans, twelve members from Lettgallia, one Latvian Independent, five German Progressives, two members of the Bund, one United Jewish Socialist, four Russians, three members of the Jewish National Soviet, two German Democrats, and one German National Liberal.

Uhlmanis himself has styled his Cabinet one of emancipation and labour, i.e., emancipation of the land from the Bolshevik yoke, and of labour in the restoration of economic life. The Cabinet is pledged to maintain the platform of the People's Council, which comprises full realisation of Latvian independence; defence of the national boundaries against any attempt to infringe them, economic, cultural, and juridical development of the State, and preparation for the Constituent Assembly. In direct conformity with the Allied mandate and under Allied supervision, the new Government will proceed at the earliest possible moment with the organisation of a powerful army capable of protecting the country against all external attack and of preserving internal order, indispensable to economic revival, and in this connection Uhlmanis has stated that the Provisional Government will shortly declare general mobilisation throughout Latvia.

Among measures specifically directed to the restoration of economic life, Uhlmanis rightly emphasises the establishment of a stable Latvian currency, and his determination to wage mercantile warfare with monetary speculation. The same necessity applies to all three Baltic States. In Latvia, more particularly, internal unrest and loss of confidence have created a situation in which, of the many different currencies which make chaos, worse confounded, Latvian money is the one which all unofficial institutions and individuals decline to accept, so that, in practice commercial transactions are conducted in German Ost marks or rubles, and in the pre-revolutionary Russian money, colloquially known as "bankraski," which at the moment is perhaps the most popular of any, though actually, as

(Continued at foot of next column.)

BRITAIN'S COAL OUTPUT.

AN ALARMING DECREASE.

An alarming decrease in the coal output of the United Kingdom is shown by a Board of Trade return issued as a White Paper. This lowering of production has taken place in practically every mining district throughout the country, the most marked differences being in Yorkshire and South Wales. So far as the first of these districts is concerned the output has fallen during the period under review from 776,157 tons to 107,734 tons, the extremes being 738,770 tons and 5,540 tons. The strike in Yorkshire was, of course, responsible for the abnormally small output during the last part of July and the first part of August. In South Wales the output during the same period fell from 975,001 tons to 380,354 tons.

The tables given below show—
(a) The output of coal in coal mines in the United Kingdom during the four weeks ending June 21st, 1919, and the number of persons employed at the end of that period in the various districts;—

(b) The output of coal from the coal mines in Great Britain in the week ending May 31st, 1919, and in each following week to the week ended August 9th, 1919.

Coalfield.	Output.	Number of persons employed.
Northumberland	863,300	55,431
Yorkshire	3,390,300	159,350
Yorkshire	2,647,000	103,112
Lancashire, Cheshire, and North Wales	1,887,800	127,290
Derby, Nottinghamshire, and Leicester	2,193,600	123,062
Staffordshire, Shropshire, Warwickshire, and Worcestershire	1,308,000	63,956
South Wales and Monmouthshire	3,405,000	247,041
East of Scotland	354,400	23,405
West of Scotland (including Linlithgowshire)	841,000	42,062
Ireland	1,734,300	95,751
United Kingdom	17,587,300	1,141,246

Week ending.	Total output in Great Britain.
May 31st	4,812,503
June 7th	4,644,034
June 14th	3,536,503
June 21st	1,730,841
June 28th	4,806,393
July 5th	4,738,588
July 12th	4,700,148
July 19th	3,893,632
July 26th	2,537,054
August 2nd	2,642,895
August 9th	2,642,895

legal tender quoted a few points lower than the corresponding Ost ruble, which, in its turn, is approximately equivalent to two Ost marks. Then for lower denomination, the municipal authorities at Libau and elsewhere issue a purely local currency, useless beyond the local boundaries. The more settled domestic condition of Estonia is indicated by the existence of an Estonian currency of marks and pfennig, which, though valueless elsewhere, has this advantage over its Latvian equivalent, that it passes muster in Estonia itself.

COMMERCE AND INDUSTRY.

With reference to commerce and industry, the Latvian Premier Uhlmanis has recently dissociated himself from rash Socialist experiments by affirming his intention of conceding to private enterprise the broader initiative, while at the same time carefully guarding against the development of speculation.

It is hardly too much to say that the history of the return to power of K. Uhlmanis is largely the history of the tireless activities of the Allied Military Mission and the British Commission for the Baltic Provinces, the latter acting through the Commissioner, Colonel E. G. Tallents, to whom reference has been made in previous correspondence. Not only did he play a prominent rôle in the conclusion of the first Wenden armistice negotiated between the Germans and Estonians on June 10th, last, after this had been abruptly broken by the Germans soon afterwards, in the hope of gaining both strategic and tactical advantages, he again, as representative of General Gough, the head of the Allied Military Mission, served as intermediary between the Estonians and the Landeswehr, with the result that at Strassdorf, on the River Aa, a second armistice was signed at 3.30 a.m. on July 3rd, after an all-night sitting. Before this there had been preliminary conferences between General Gough and the Estonian Commander-in-Chief, General Laidoner, formerly an officer in the Russian army and a comparatively young man of striking and sympathetic personality. From Riga, the British Commission travelled by special train to Rodepois, the Estonian railroad where its members chanced to be when three German aeroplanes came over in broad daylight, but did not drop any bombs. On the other hand, the Estonians opened up a brisk fire with rifles and machine-guns—they are woefully short of proper anti-aircraft guns—but the unwelcome visitors, after a leisurely inspection from a comparatively low altitude, retired undamaged.

From Rodepois, the Allied and Estonian representatives drove in motor-cars, from which white flags were prominently displayed to the banks of the Aa. The German lines ran from the mouth of the Aa to the Jagel See, i.e., the old German positions heavily defended with barbed wire. The Germans were also using gas shells, and appeared to be well supplied with ammunition. Nevertheless, in all save technical equipment, the Estonian forces had already shown themselves the better men, not only their lack of reserves and ammunition saved the enemy from complete rout.

SCIENCE AND THE WAR.

A REVIEW OF THE PAST.

In the course of his inaugural address as President of the British Association at Bournemouth, on September 9th, the Hon. Sir Charles A. Parsons observed that this year marked the hundredth anniversary of the death of James Watt, and, in reviewing the past, it appeared that England had gained her present proud position by her early enterprise and by the success of the Watt steam engine, which enabled her to become the first country to develop her resources in coal, and led to the establishment of her great manufactures and her immense mercantile marine. To the Watt engine, consuming from five to seven pounds of coal per horse-power, mankind owed the greatest permanent advance in material welfare recorded in history.

The turbine of to-day carried the expansion of steam much farther than had been found possible in any reciprocating engine, and owing to this property it had surpassed it in the economy of coal, and it realised to the fullest extent Watt's ideal of the expansion of steam from the boiler to the lowest vapour pressure obtainable in the condenser. Among the minor improvements which in recent years had been made in the turbine, the turbine was the more accurate curvature of the blades to avoid eddy losses in the steam, the raising of the peripheral velocities of the blades to nearly the velocity of the steam impinging upon them, and details of construction to reduce leakage to a minimum. In turbines of 20,000 to 30,000 horse-power 32 per cent. of the available energy in the steam was now obtainable as brake horse-power, and with a boiler efficiency of 85 per cent. the thermodynamic efficiency from the fuel to the electrical output of the alternator had reached 23 per cent., and shortly might reach 28 per cent., a result rivaling the efficiency of internal combustion engines as produced at the present time.

During the twenty years immediately preceding the war turbo-generators had increased in size from 500 kilowatts to 25,000 kilowatts, and the consumption of steam had fallen from 17 lb. per kw. hour to 10.3 lb. per kw. hour. Turbines had become the recognised means of generating electricity from steam on a large scale, although they had not superseded the Watt engine for pumping mines or the drawing of coal, except in so far as it was a means for generating electricity for these purposes. In the same period the engine power in the mercantile marine had risen from 3,900 of the King Edward to 75,000 of the *Mauretania*.

As regards the Royal Navy, the engine power of battleships prior to the war had increased from 12,000 i.h.p. to 30,000 s.h.p., while the speed advanced from 17 knots to 23 knots, and during the war, in ships of the *Queen Elizabeth* class, the power amounted to 75,000 s.h.p., with a speed of 25 knots. In cruisers similar advances were made. The i.h.p. of the *Courageux* was 25,000, while the s.h.p. of the *Queen Mary* was 75,000, with a speed of 25 knots. During the war the power obtained with geared turbines in the *Courageux* class was 100,000 s.h.p., with a speed of 32 knots, the maximum power transmitted through one gear-wheel being 25,000 h.p., and through one pinion 15,000 h.p., while in destroyers speeds up to 32 knots have been obtained. The aggregate horse-power of war and mercantile turbine vessels throughout the world was now about 35,000,000.

These advances in power and speed had been made possible mainly by the successive increase in economy and diminution of weight derived from the replacement of reciprocating engines by turbines driven coupled to the propellers, and later by the introduction of reduction gearing between the turbines and the propellers, also by the adoption of water-tube boilers and of oil fuel. With these advances the names of Lord Fisher, Sir William White, and Sir Henry Oram would always be associated.

In the great work of the Royal Navy fresh to his mind, they could not but recall the promise of the future, when the late Sir William White, in his construction. His sudden death, when president-elect for 1913, lost to the nation and to the association the services of a great naval architect who possessed remarkable powers of prevision and dialectic. He had been a member of the Admiralty from 1885 to 1901, and largely to him was due the efficiency of our vessels in the great war.

BIGGER STEAMSHIPS.

While on the subject of steamships it might perhaps be opportune to say one word as to their further development. The size of ships had been steadily increasing up to the time of the war, resulting in a reduction of speed, and to propel them per ton of displacement. On the other hand, thanks to their greater size and more economical machinery, speeds had been increased when the traffic had justified the greater cost. The limiting factor to further increase in size was the depth of water in the harbours. With this restriction removed there was no obstacle to building ships up to 1,000 ft. in length or more, provided the volume and character of the traffic were such as to justify the capital outlay.

Among other important pre-war developments that have had a direct bearing upon the war, mention should be made of the discovery and extensive use of alloy of steel. The wonderful properties conferred upon steel by the addition of tungsten were discovered by Mushet in 1868, who had not been sufficiently credited with his share in making the Bessemer process a practical success, and later this was investigated and improved by Maunsel White and Taylor, of Philadelphia. The alloys of steel and manganese with which Sir Robert Hadfield's name was associated had proved of utility in increasing the durability of machinery, and for the hard teeth of machinery for the crushing of stone and other materials, and, in fact, for any purposes where great hardness and strength were essential.

Dealing with the subject of "Science and the War," the president said that formerly British men of science had not formerly been adequately recognised in relation to war and the safety of their country, at the call of the sailors and soldiers they wholeheartedly, and with

intense zeal, devoted themselves to repair the negligence of the past, and to apply their unrivalled powers and skill to conquer and overcome the long-standing machinations of the enemy. They worked in close collaboration with the men of science of the Allied nations, and eventually produced better war material, chemicals, and apparatus of all kinds for vanquishing the enemy and the saving of our own men than had been devised by the enemy during many years of preparation planned on the basis of a total disregard of treaties and the conventions of war.

MODERN WARFARE.

A few figures would assist them to realise the great difference between this war and all preceding wars. At Waterloo, in 1815, 9,044 artillery rounds were fired, having a total weight of 37.3 tons, while on one day during the last offensive in France, on the British front alone, 948,537 artillery rounds were fired, weighing 58,000 tons—over 100 times the number of rounds, and nearly 340 times the weight of projectiles. Again, in the whole of the South Africa War, 273,000 artillery rounds were fired weighing approximately 2,800 tons; while during the whole war in France on the British front alone, over 170,000 artillery rounds were fired, weighing nearly three and a half million tons—522 times the number of rounds, and about 1,250 times the weight of projectiles.

However great these figures, in connection with modern land artillery might be, they became almost insignificant when compared with those in respect of a modern naval battle squadron. The *Queen Elizabeth* when firing all her guns discharged eighteen tons of metal and developed 1,576,000 foot-pounds of energy. She was capable of repeating this discharge once every minute, and when doing so developed by her guns an average of 127,000 effective horse-power, or more than one and a half times the power of her propelling machinery; and this energy was five times greater than the maximum average energy developed on the Western front by British guns. Furthermore, if all her guns were fired simultaneously, they would, for the instant, be developing energy at the rate of 13,132,000 horse-power. From these figures they can form some conception of the vast destructive energy developed in a modern naval battle.

Probably the most interesting development during the war had been the extensive application of sound-listening devices for detecting and localising the enemy. The Indian hunter put his ear to the ground to listen for the sound of the footsteps of his enemy. So in modern warfare science had placed in the hands of the soldier a device which enabled him to aid the ear in the detection of noises transmitted through earth, water, air, or ether, and also in some cases to record these sounds graphically or photographically, so that their character and the time of their occurrence might be tabulated. The sound-ranging apparatus developed by Professor Bragg and his son, by which the position of an enemy gun could be determined from electrically recorded times at which the sound wave from the gun passed over a number of receiving stations, had enabled our artillery to concentrate their fire on the enemy's guns, and often to destroy them.

The French began experimenting in September, 1914, with methods of locating enemy guns by sound. The English section began work in October, 1915, adopting the French methods in the first instance. By the end of 1916 the whole front was covered, and sound-ranging began to play an important part in the location of enemy batteries. During 1917 locations by sound-ranging reached about 30,000 for the whole Army, this number being greatly increased by any other means of location. A single good set of observations could be relied upon to give the position of an enemy gun to about fifty yards at 7,000 yards range. It could also be carried on during considerable artillery activity. The apparatus for localising noises transmitted through the ground has been much used for the detection of enemy mine and counter-mining operations. Acoustic tubes, microphones, and amplifying valves have been employed to increase the volume of very faint noises.

For many years before the war the Bell Submarine Signalling Company, of which Sir William White was one of the early directors, had submerged microphones for detecting sound transmitted through the water, and a submerged bell for sending signals to distances up to one mile. With this apparatus passing ships could be heard at a distance of nearly a mile when the sea was calm and the listening vessel stationary.

Of all the physical disturbances emitted or produced by a moving submarine, those most easily detected, and at the greatest distance, were the pressure waves set up in the water by vibrations produced by the vessel and her machinery. A great variety of instruments had been devised during the war for detecting these noises, depending on microphones and magnetophones of exceedingly high sensitivity. Among them might be particularly mentioned the hydrophones devised by Captain Ryan and Professor Bragg, being adaptations of the telephone transmitter to work in water, instead of air. These instruments, when mounted so as to rotate, were directional, being insensitive to sound waves whose front is perpendicular to the plane of the diaphragm, and giving the loudest sound when the diaphragm was parallel to the wave front. Another practical method for determining direction was to use two hydrophones coupled to two receivers one held to each ear. This was called the binaural method, and enabled the listener to recognise the direction from which the sound emanated.

EXPERIMENT WITH SEA-IONS.

When the vessel was in motion, or the sea was rough the water noises from the dragging of the instrument through the water, and from the waves striking the ship drowned the noises from the enemy vessel, and under such conditions the instruments were useless. The assistance of the hydrophone was of invaluable help at this juncture. Experiments were made with sea-ions by Sir Richard Paget, who found that they had directional hearing under water up to speeds of six knots. Also Professor Keith explained the construction of the hearing organs of the soldiers they wholeheartedly, and with

(Continued at foot of next column.)

SECRET WAR HISTORY.

COUNT CERNIN'S MEMOIRS.

Interesting extracts from the memoirs of Count Cernin, the late Austro-Hungarian Foreign Minister, are published in the *Wiener Mittheilungen*. The book consists of twelve chapters. It starts with European events in 1914. France and Great Britain, according to Count Cernin, did not at that time want war. Roumanian and Italy were confronted with accomplished facts. Other noteworthy remarks scattered through the book are: "Bismarck's heritage has been a curse for Germany," "Kaiser Wilhelm was a prisoner of his generals," "The German invasion of Belgium was the greatest misfortune," "Herr von Tschirsky (the German Ambassador in Vienna) was the German Tsvolaki."

The second chapter, headed, "Konopischt," describes the character of the Archduke Franz Ferdinand. "His was a well-balanced (ausgeglichen) nature," says the Count, "but embittered and filled with fatalistic antipathy to everything Hungarian. The only his relations with the Emperor Franz Joseph became, the more he felt himself drawn towards Kaiser Wilhelm. A Three-Emperor Alliance of Austria-Hungary, Germany, and Russia ought, in his view, to have been formed as a bulwark against revolution. He was not in favour, however, of a closer political union with Germany. He was no jingo, and was in general not unfriendly disposed towards Serbia."

Count Cernin, in one passage, says the German Crown Prince in 1917 was an avowed pacifist.

The chapter "Roumanian" opens with the author's becoming ambassador at Bucharest in the autumn of 1913. When the news of the murder of the Archduke Franz Ferdinand reached Bucharest, Al. Take Jonsescu went, and the entire Roumanian capital mourned with him. Then suddenly came a swing round, and ultimately concessions in Hungary were demanded for Roumanian's neutrality, but Count Tisa refused these. Count Cernin then becomes Foreign Minister, and just as Prince Hoholde does, warns against the ruthless submarine war. An interesting chapter headed "Poland" is already fairly familiar. According to Count Cernin, it was Nicholas II, who initiated the peace fever of February, 1917. The Russian revolution then broke out. In the course of his peace office Count Cernin received from the German Chancellor, Dr. Michaelis, a letter in which the latter said he desired to bring Belgium, Courland, Lithuania, and Poland into close military and economic connection with Germany, and to make Longwy and Briey of economic utility to Germany. The Supreme Army Command demanded on its part the military control of Belgium, and that it should enter into an offensive and defensive alliance with Germany. It also demanded Liege and the Flanders coast.

In a chapter entitled "Wilson" Count Cernin asserts that an attempt to reach an understanding with the President was interrupted by his own resignation. Regarding Poland, Count Cernin says one of the principal opponents to an Austro-Polish solution was Count Tisa. During the Brast-Litovsk peace negotiations even the Bulgarians assumed a threatening attitude. The Germans feared the Entente might agree to a general peace. Marshal von Hindenburg sent furious telegrams saying they were giving up everything. General Ludendorff telephoned to the Emperor, "General Hoffmann brought about a failure of the negotiations in order to know the Russians on the head once more, and to advance on Petrograd, while the Kaiser sent a telegram demanding Livonia and Estonia. This was the mood in which peace was to be concluded."

One point of a chapter entitled "The Peace of Bucharest" is that Germany demanded that her occupation of Roumanian should continue for four to six years after a general peace.

Count Cernin, in his final reflections, deals with the Versailles peace and, thus, "world danger of Bolshevism," and hopes the present state of things will be corrected by the future generation.

whale, the ear proper being a capillary tube, too small to be capable of performing any useful function in transmitting sound to the relatively large aural organs. The whale, therefore, heard by means of the sound waves transmitted through the substance of the head. It was further seen that the organs of hearing of the whale to some degree resembled the hydrophone.

The course now became clear. Hollow towing bodies in the form of fish or porpoises were made of celluloid, varnished canvas, or very thin metal, and the hydrophone, suitably fixed in the centre of the head. The body was filled with water, and the cable towing the fish contained the insulated leads to the observer on board the vessel. When towed at some distance behind the chasing ship disturbing noises were small, and enemy noises could be heard up to speeds of fourteen knots, and at considerable distances. Thermionic amplifying valves had been extensively used, and had added much to the sensitiveness of the hydrophones in its many forms.

It might be justly said that the development in aircraft design and manufacture was one of the astonishing engineering feats of the war. In August, 1914, the British Air Services possessed a total of 273 machines, whereas in October, 1918, just prior to the armistice, the Royal Air Force possessed over 25,000 effective machines. During the first twelve months of the war the average monthly delivery of aeroplanes to our flying service was fifty, while during the last twelve months of the war the average deliveries were 2,700 per month. So far as aeroplanes were concerned, our position in 1919 was by no means satisfactory. We depended for a large proportion of our supplies on other countries. In the Aerial Derby of 1913, of the eleven machines that started, not one had a British engine. By the end of the war, however, British aeroplanes had gained the foremost place in design and manufacture, and were well up to requirements. As regards supply, the total horse-power produced in the last twelve months of the war approximated to eight millions of brake horse-power, a figure quite comparable with the total horse-power of the marine engine output of the country.

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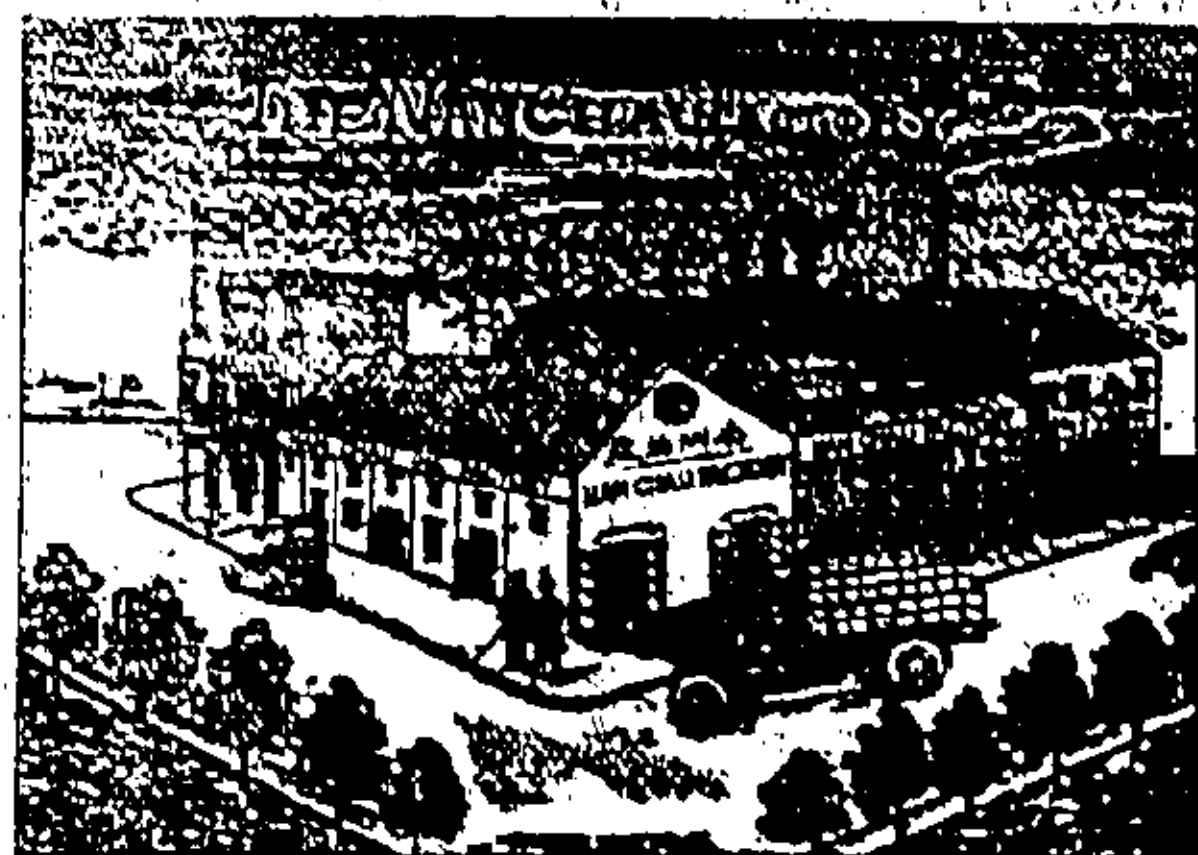
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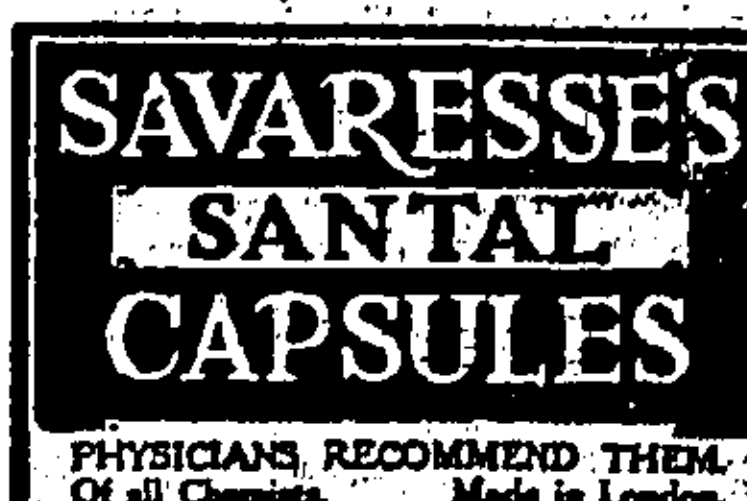
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BOMBARDMENT OF LONDON.

VON TIRPITZ'S PLAN

The *Sunday Times* has published lengthy extracts from the memoirs of Grand Admiral von Tirpitz. The Chief of Germany's navy was of opinion that wiping out London was the one infallible means of ending the war in favour of his own country. The sole aim of Germany should have been to strike at the heart of the enemy coalition, he says, and then proceeds to ask: "But who was our chief opponent? To me it was without a doubt that one which possessed the most ample resources and the greatest determination—London, which had always been the political nerve-centre of the *Entente*, became even more definitely the military centre also. It let no real opportunity slip, not even the construction of a new Eastern front in 1918. While London stood, no victory over the Russians could be regarded as anything more than a partial success, serving merely to render possible the speedy conclusion of a separate peace with the Tsar, and thus free our full strength for employment against the chief enemy."

The writer conveys the impression that he alone had the conviction that England would not go out of the war until she had won, and he discusses the measures which ought to have been adopted against this country. The primary objective should have been the occupation of the Channel coast. "Stationed on Cape Grisnez, our artillery could have gravely hindered traffic in the Channel, and our naval forces could also have operated more effectively from there. The continual interference with the traffic based on the Thames would have caused serious interruption to English industry, and this at a time when Germany's strength was wholly unimpaired both at home and abroad, might have greatly increased English readiness for peace. Later, too, it would have been possible to shell London itself from Cape Grisnez, which in the long duration of war would have been far more effective than the bombardment of Paris which was carried out in 1918. As I have already stated, I have always opposed measures which are of no military importance, including casual air raids on towns in the interior. On the other hand, a really effective concentrated bombardment of London by all available means from land and air would have been thoroughly justified as one way of shortening this inhuman war, and particularly so since England was notorious for observing international law only in so far as it suited her own interest."

Tirpitz says that the second means of exerting pressure against England was an engagement at sea. The risk of the fleet in a battle was disapproved by the Chancellor, who listened to Ballin, who held that the fleet should be preserved intact until the conclusion of peace.

LORD HALDANE'S VISIT.

Viscount Haldane's visit to Berlin in 1915 occupies a considerable portion of this first instalment of the memoirs. The *Agadir* incident had, von Tirpitz says, inflicted on Germany such a diplomatic check that he desired to make it good by a Naval Supplementary Bill, but the object of Lord Haldane's visit was "to inspire us with as much distaste as possible for the Supplementary Bill, and, indeed, for the whole programme of fleet construction."

"On February 9th," Tirpitz continues, "Haldane was received by the Kaiser, who wished to be present at the conference which had originally been arranged to take place between Haldane and myself. The audience was preceded by a luncheon, in which the Chancellor also took part. During the meal we did not talk politics, but a decided tension prevailed. When I entered the room the Chancellor asked me not to make any mention of the proposed proportional standard of three keels to two. [Tirpitz had already stated that he was willing to accede to this proposal, which would still give England the preponderance in shipbuilding.] Why he did not wish me to speak of it I cannot say; perhaps he did not consider it advantageous enough for England. Moreover, I was not informed by the Chancellor as to the stage reached by the negotiations, particularly as regards the neutrality formula. After luncheon Bethmann retired, but at the ensuing audience my rôle was principally that of a witness, as the Kaiser led the conversation." He proceeds to give his account of the negotiations at this meeting, and plaintively adds: "If ever to England's advantage in negotiation there were added the definite superiority of power, then it was a case of *pro te Germany!* And as Haldane was speaking there came to my mind the words of that American who, when drawing comparisons between the leading statesmen of Germany and England, said to a German admiral that if it were a question of negotiations he would be surprised if in the end the Germans were left in possession even of Potosi." And the end of the Grand Admiral's story is: "When we had apparently come to a complete understanding, and concessions had been made on our side, Haldane declared, as before mentioned, that for the present the whole matter was nothing more than a personal inquiry. However, though later negotiations in London came to nothing, I kept my promise to give up the ship, so as to leave no doubt as to the honesty of our intentions."

EGYPTIAN BOMB OUTRAGE.

An attempt was made on the life of the Prime Minister of Egypt, recently, by a theological student, aged 22, belonging to the Mahad School, an institution similar to the El Azhar University of Cairo. It is alleged that the assailant admits he had confederates. The bomb hit the window of the car in which Mohamed Said Pasha, the Prime Minister, was travelling, and fell into the road, where it exploded when the car had passed on some yards.

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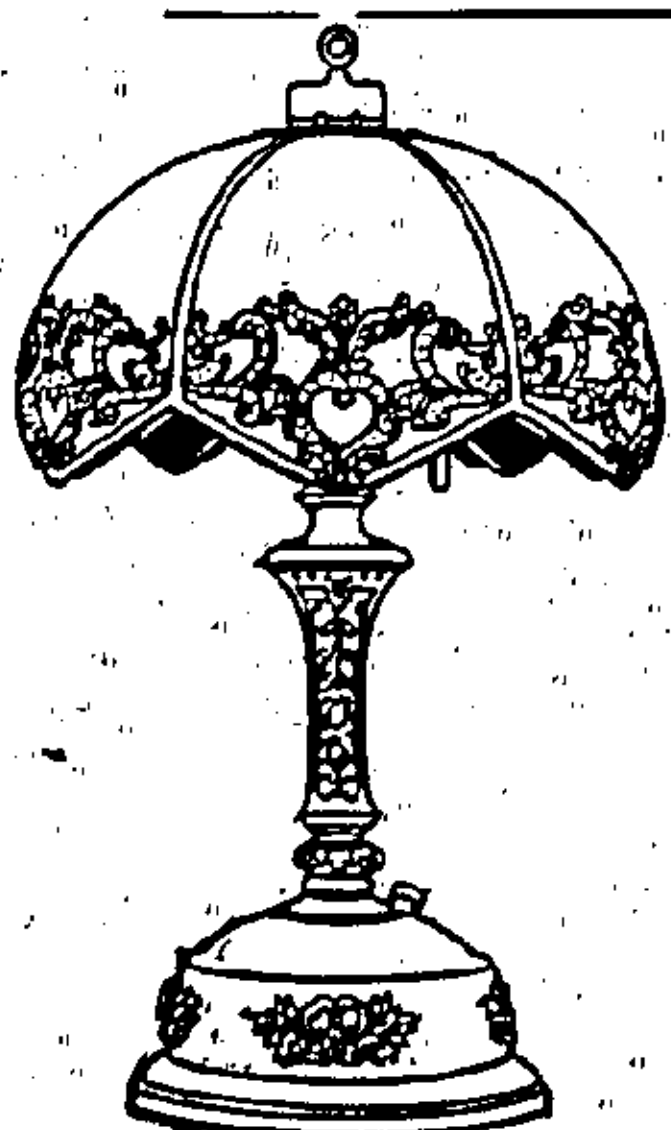
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[1117]

A. HIGHLAND REVIVAL.

KING AND QUEEN AT THE
BRAEMAR GATHERING.

BRAEMAR, September 4th.
The glories of the famous gathering here have been revived to-day in their beautiful Highland setting, and with the stirring and picturesque customs, in the presence of the King and Queen and members of the Royal family. Since the war broke out the quietude of this lovely countryside has never been broken. The men went away from the villages and the glens out into their great and patriotic adventure, and here, tucked away amid the solitude of the immemorial hills, Highland hearts, beating forth to the fears and anxieties of those testing years, awaited. The music of the pipes may have been plaintive or martial, but to-day the skirl of triumph filled the air. The restoration of the historic gathering in the unprecedented circles of the time has been done in a fashion which makes the event a record meeting in more ways than one. Never, I am assured, has there been such a crowd, and the interest created by the revival has cast its net widely, and spectators came in to-day not only from everywhere in the immediate district, but from Aberdeen, Dundee, Edinburgh, and Glasgow. The war deprived the Braemar Highland Society of a century celebration, and it was an auspicious start for the new series of gatherings, which will date from this time, that to-day's reunion has met with an outstanding success.

Never has Braemar been so popular as this season. It is being discovered and rediscovered. Its beauties can scarce find an adequate pen. This village, in which the centuries met to-day, rests in a cradle among the hills, the Clunie Burn tumbling down to the Dee from under its main street. The little place reaches its climax of activity in this annual occasion. From an early hour this morning the invasion of the village from all the airies set in. Before the mist had lifted from the hills we heard the boot of the first motor-horn, and for hours all kinds of conveyances filed into the village. Never for a minute was the dust allowed to settle on the white roads. If you can imagine the Derby traffic set down by Braemar you have a comparable picture. The farm cart, the omnibus in which passengers sat with the luggage on the roof, and the luxurious motor were all in this mixed procession, and when it was at its height it made a long winding stretch, with only inches separating the vehicles. Long before noon people had taken their places at the Princess Royal Park. The Royal pavilion was draped in crimson cloth and festooned with heather and rowan.

GATHERING OF THE CLANS.
The skirl of the pipes was a prelude to the gathering of the clans, an unrivalled feature of this famous meeting. Out of the roads, from among the hills came the Balmoral men, the Duffs and the Farquharsons. They have walked straight out of history, for they conjured up incidents and scenes of a younger Scotland; the years seemed rolled away like the morning mists. The Balmoral men, in Royal Stuart tartan kilts, wearing in their Highland bonnets the oak leaves and thistle, and carrying their Lochaber axes, were a picturesque party. They were commanded by Captain Douglas Ramsay, who has now succeeded to the factorship of the Balmoral estates. Captain Ramsay was at Gallipoli with the Scottish Horse, and was wounded. In his ranks to-day were old men and young. One veteran, Mr. John Smith, is 81 years old, and one of the oldest retainers on the Royal estate, Mr. C. McKintosh, who carried the standard, has not so long an association with the games, though he goes back to the early seventies. The Farquharson men from Invercauld, with their bared swords and their clan badge of six, were under the command of Major Gregor, who has not long returned from five years' service in France. The Duff Highlanders bravely carried the long pikes and sported their billy badge, and were led by Mr. William McKintosh. They mustered in accordance with the custom, and marching down the village, passed round the park. The spectacle was one which the memory will long hold. It was staged on historic ground, for near here the Earl of Mar raised the famous standard of rebellion. The story is that the plan was camouflaged by a supposed stag hunt; the men gathered for the ostensible purpose of the hunt, and took their places under the Earl's standard.

THE KING'S ARRIVAL.
Orders to the clansmen lining the roadway to the park included the approach of the Royal party from Braemar. The Princess Royal, accompanied by the Princess Maud and the young Earl of MacDuff, who came from the new Mar Lodge, preceded the main party, and were cordially received as they drove to the pavilion. They were met by Sir Dighton Grey, V.C., who, with his venerable appearance, was a notable figure. At three o'clock the red-coated outsiders of the Royal equipage swung into view, and their Majesties and the members of their family had a tremendous ovation. Cheers of real Highland heartiness rang out round the enclosure, renewed several times. The King and Queen, who, with Princess Mary and the Duke of Connaught, occupied the first carriage, were, on stepping out, greeted by the former Royal, and there was a pretty exchange of family salutations. The King, in his Highland dress, with a kilt of Royal Stuart tartan. Immediately on entering the pavilion he doffed his Highland cloak, and he and the Duke of Connaught then chatted together on the green bank outside. Prince Albert and Prince George were also in Highland garb, the former wearing a Balmoral cap and the latter a Glengarry, while Prince Henry wore a lounge suit with bowler hat. The King and his sons looked exceedingly well, their faces bronzed by the fine air of the moorlands and the hills.

The Royal family have been making the most of their stay in their Braemar home. The young Princess accompany their father in stalking parties, and are keen in pursuit of the sport, and each of them has had success with the gun. The Queen and Princess Mary, who appeared in excellent health, also evinced the greatest interest in the gathering. The Queen spends pleasant days among the quiet of the hills, and takes pleasure in calling upon the tenants on the extensive Balmoral estates, and she has graciously availed herself of the opportunity to pay a visit to the hospital at Abeyne. On the first

(Continued at foot of next column.)

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MACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, October 25th, 1919. [1443]

two Sundays the King, after attending worship with his family in the church at Crathie, has motored over to Mar Lodge, and spent the afternoon with the Princess Royal and the Princess Maud. Grouped in the pavilion, the Royal party made a happy family picture. Her Majesty was dressed in a light grey gabardine costume, with a shoulder-wrap of ostrich feathers and a blue toque. Princess Mary was also in grey, of a rather deeper shade, and wore a smart grey hat of silk, with a narrow wreathing of ostrich feathers, and had an ermine scarf. The Princess Royal had a skirt of Duff tartan and a navy blue jacket and black hat, with up-standing grey wings in front, and the Princess Maud, wearing a similar skirt, had a bottle green jacket and a cerise hat, with wings of the same hue.

After the arrival of the Royal party, the clansmen marched round the park, the Balmoral men leading, followed by the Duffs and the Farquharsons, to the stirring music of the pipes. The games, which then proceeded, were watched with the keenest interest by the occupants of the Royal pavilion. A remarkable range of ages was presented in the list of entrants. There were races and dances for the younger generation, as well as for the old and stalwart kilted figures who made up the rivalry of more strenuous events.

Their Majesties and their party drove away at 4.30 amid another demonstration of enthusiasm, which a fall of rain did not mar. The King and Queen and the other members of the Royal family were evidently pleased, and they smiled a goodbye to the crowd as they went. Cheers accompanied them round the park, and the expressions of loyalty in the roadway outside, where the picturesque clansmen were again assembled, sent back their echo to us after the Royal visitors had passed out of sight.—Daily Telegraph.

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NAGATO MARU	Wednesday, 19th Nov.

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TANGO MARU	Saturday, 22nd Nov., at 11 a.m.
NIKKO MARU	Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Sunday, 2nd November.
MISHIMA MARU	Thursday, 6th Nov., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam, H'burg etc.)

TOYOOKA MARU (Marseilles & Liverpool)	Saturday, 1st November.
TATSUNO MARU (London, Antwerp & Hamburg)	Middle of Nov.
TENSHIMA MARU (Marseilles & Liverpool)	End of Nov.

For further information apply to—

NIPPON YUSEN KAISHA, S. YASUDA, Manager.

Telephone Nos. 232 & 233

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	23,000	Oct. 29th.
PERSIA MARU	9,000	Nov. 14th.
SIBERIA MARU	20,000	Nov. 28th. (from Kobe)
KOREA MARU	20,000	Dec. 2nd.
NIPPON MARU	11,000	Dec. 6th.
TENYO MARU	23,000	Dec. 18th.

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG (to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and TQUIQUE)

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

Telephone 2374 and 2375. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPEINX" ... 20,000	On or about 5th Nov.
	"ANDRE LEBON" ... 20,000	On or about 17th Nov.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"PAUL LECAT" ... 10,000	On or about 2nd Nov.
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SHANGHAI	"SCHARNHORST" ...	On or about 30th Nov.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBES MARU"	Saturday 8th November.
"ALPS MARU"	End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"MADRAS MARU"	Middle of November
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago and Milwaukee at St. Paul Railway.

"AFRICA MARU"	Monday, 17th November.
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JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamer have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"KAIJO MARU"	Sunday, 2nd November
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For KEELUNG via SWATOW and AMOY.

"SOSHU MARU"	Thursday, 6th November.
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For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,300 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	Nov. 4th.
"CHINA"	Nov. 22nd
"NILE"	Dec. 27th.

[An unsurpassed high-class passenger service.]

O. H. BITTER Freight and Passenger Agent, Ice House Street, Tel. 1943

Prince's Buildings.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
STRAITS	Tama Maru	29th Oct.
SHANGHAI	Tama	29th Oct.
U.S.A. JAPAN and SHANGHAI	Yunking	30th Oct.
JAPAN and SHANGHAI	Kaga Maru	1st Nov.
STRAITS	Kaga Maru	1st Nov.
JAPAN	Tamaki Maru	1st Nov.
JAPAN	Kanagawa Maru	2nd Nov.
JAPAN	Indus Maru	4th Nov.

OUTWARD MAILS.

FOR	PER	DATE
Macao	Sui An	Wednesday, 29th, 8.30 A.M.
Japan, via Nagasaki, Honolulu, Canada, United States, C. and S. America, & EUROPE via SAN FRANCISCO	Shingo Maru	Wednesday, 29th, 9.45 A.M.
Amoy, Shanghai and North China	Haikow	Wednesday, 29th, 2.00 P.M.
Swatow and Bangkok	Drufar	Wednesday, 29th, 3.00 P.M.
Macao	Chuncho	Wednesday, 29th, 4.00 P.M.
Swatow	Coronel	Wednesday, 29th, 4.00 P.M.
Haiphong	Jade	Wednesday, 29th, 4.00 P.M.
Macao	Sui Tai	Thursday, 30th, 8.30 A.M.
Haikow, Pakhoi and Haiphong	Kaifong	Thursday, 30th, 9.00 A.M.
Swatow and North China	Chuncho	Thursday, 30th, 9.00 A.M.
Swatow and Bangkok	Chuncho	Thursday, 30th, 10.00 A.M.
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VANCOUVER, B.C.	Empress of Russia	Thursday, 30th, 9.45 A.M.
Macao	Chuncho	Thursday, 30th, 4.30 P.M.
Macao	Sui An	Friday, 31st, 8.30 A.M.
Swatow, Amoy and Fochow	Haikow	Friday, 31st, 2.00 P.M.
Philippine Islands	Chuncho	Friday, 31st, 4.30 P.M.
Macao	Sui Tai	Saturday, 1st, 1.30 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VICTORIA, B.C.	Suen Maru	Saturday, 1st, 9.45 A.M.
Macao	Chuncho	Saturday, 1st, 4.30 P.M.
Swatow, Amoy and Fochow via Keelung, Shanghai and North China	Sui An	Sunday, 2nd, 8.30 A.M.
Swatow, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	Kaga Maru	Sunday, 2nd, 9.00 A.M.
Sandakan, Australia and New Zealand via Port Darwin	St. Albans	Monday, 3rd, 12.15 P.M.

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about
December 1st.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents

[133]

SANITARY WASHABLE

HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied, a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, CENTRAL, HONGKONG.

[23]

WEATHER REPORT.

October 28th, at 11.10.—No returns from Vladivostok, Weihaiwei, Japan, or Formosa.
Pressure has increased moderately at Shanghai, and decreased slightly over the Philippines.

An anti-cyclone has formed over China.
The monsoon will set in again along the south-east coast of China and freshen over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.52 inches, against an average of 80.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT FORECAST.

Hongkong to Gap Road — N.E. winds, fresh; fine.

Formosa Channel — N.E. winds, strong.

South Coast of China between (The same as Hongkong and Lamock) No. 1.

South Coast of China between (The same as Hongkong and Lamock) No. 1.

HONGKONG TIDE TABLE.

From 29th October to 4th November 1919.

HIGH WATER.				LOW WATER.			
Days of Week or Days of Month	H'k'ong Standard Time.	Height		H'k'ong Standard Time.	Height		
Wed. 29	h. m.	ft. in.		h. m.	ft. in.		
	2 24	4 5		7 5	2 2		
	11 31	7 2		4 33	11 4		
Thur 30				m 8 1	2 4		
	No inter	high		m 8 1	2 4		
	No inter	low		m 8 1	2 4		
Fri. 31	h. m.	ft. in.		h. m.	ft. in.		
	0 16	0 9		8 3	2 6		
	No inter	high		10 8	11 4		
Satur 1	h. m.	ft. in.		h. m.	ft. in.		
	1 20	6 6		11 2	2 6		
	No inter	high		10 30	11 4		
	No inter	low		10 30	11 4		
Sun. 2	h. m.	ft. in.		h. m.	ft. in.		
	2 29	6 3		11 2	2 6		
	6 14	5 2		11 50	4 1		
Mon. 3	h. m.	ft. in.		h. m.	ft. in.		
	4 22	6 2		11 50	4 1		
	8 14	5 6		11 50	4 1		
Tues. 4	h. m.	ft. in.		h. m.	ft. in.		
	5 43	6 2		0 31	2 7		
	9 38	6 2		0 31	2 7		

COMMERCIAL.

OPENING QUOTATIONS.

ON LONDON.—	October 28th.
Telegraphic Transfer	48 1/2
Bank Bills, on demand	48 1/2
Bank Bills, at 30 days' sight	48 1/2
Bank Bills, at 4 months' sight	48 1/2
Credits, at 4 months' sight	47 1/2
Documentary Bills, at 4 months' sight	47 1/2
ON PARIS.—	
Bank Bills, on demand	53 1/2
Credits, at 4 months' sight	53 1/2
ON NEW YORK.—	
Bank Bills, on demand	93 1/2
Credits, at 60 days' sight	93 1/2
ON BOMBAY.—	
Telegraphic Transfer	233 1/2
Bank Bills, on demand	233 1/2
ON CALCUTTA.—	
Telegraphic Transfer	233 1/2
Bank Bills, on demand	233 1/2
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	185 1/2
ON YOKOHAMA.—	
On demand—Pesos	19 1/2
ON SINGAPORE.—	
On demand	190
ON HONGKONG.—	
On demand	nom.
ON HANKOW.—	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$ 4.50 n
GOLD LEAF, 100 fine, per tola	\$32.00
BAR SILVER, per tola	

SUBSIDIARY COINS.

Hongkong—	20 cents piece	Per cent
Hongkong—	10	0.08
Canton—	20	4.50 Premium.
Canton—	10	0.10

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Balances may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION
N. J. STARR,
Chief Manager.
Hongkong November 2nd 1919 10

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINSENG)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1896.

Capital Subscribed ... Yen 20,000,000
Capital (Paid-up) ... Yen 17,000,000
Reserve Funds ... Yen 6,431,000

HEAD OFFICE.

TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kankou, Keelung, Pusan, Shinchiku, Makung, Tachung, Tainan, Takow, Tamsui, Toiyen, Aikou.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

CAPITAL AND CREDIT BANK LONDON AND SOUTH-WESTERN BANK, PARIS, BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Chefoo, Japan, Indo China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR.

HONGKONG BRANCH, Manager.
1, Des Vœux Road.
Hongkong, September 20th, 1919. 152

THE BANK OF EAST ASIA LTD.

HEAD OFFICE: No. 2, Queen's Road, Central.

Paid-up Capital ... \$2,000,000.00

Directors:

Mr. P. W. WAI TING, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Chao Ping Shan, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yui Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Luk.
Chief Manager:—Kai Tong Po.
Asst. Manager:—Li Tai Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 1/2 per annum.
For 6 months at the rate of 4 1/2 per annum.
For 12 months at the rate of 5 1/2 per annum.
KAN TONG PO, Chief Manager.

1080

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.

Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

will be welcome.
J. USANG LY,
Manager.
Hongkong, July 7th, 1919. 901

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

SUBSCRIBED CAPITAL ... F. 75,000,000
PAID UP ... F. 37,500,000
(1/2 of the Capital, i.e., F. 37,500,000)

subscribed by the Government of the Chinese Republic.

Chairman of the Board: André Berthelot
General Manager: A. J. Perrotte

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Marcelles, Canton, Peking, Saigon, Shanghai, Haiphong, Hankow, Hongkong, Yunnan, Hanoi, Fochow.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & Parr's Bank, Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, September 10th, 1919. 158

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... £1,500,000

Subscribed ... £1,500,000

Paid-up ... £750,000

Reserve Fund & Rest ... £750,000

BANKS:

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches: Bombay, Calcutta, Hongkong, Kote Bhar, Rangoon, Colombo, Havelock, Kuala Lumpur, Shanghai, Delhi, Kandy, Madras, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Acting Manager.

No. 7, Queen's Road Central, Hongkong, April 13th, 1919. 164

"COMMANDER"

"Commander" stands supreme in its power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size".

"Commander must be smoked to be appreciated"

Westminster
Tobacco
Co., Ltd.
London



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE BANK OF CHINA

(SPECIALY AUTHORIZED IN CHINA BY PRESIDENTIAL MANDATE OF 2ND NOVEMBER, 1917)

Authorized Capital ... \$50,000,000

Paid-up Capital ... \$12,779,800

Reserve Funds ... \$1,187,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES:

(PEKING): Haining, Tangchow, (NORTH):

Miyun, Cholsien, Baiden, Nihansen, Hsienhua, (CHINA): Tientsin, Pootung, Lelai, Tsinhsien, Sangsang, Shuntung, Tangshan, Taming, Cholsien, Weinsien, (MANCHURIA): Changchun, Moukden, Kirin, Taitaihar, Newchang, Liaoyuanchow, Heho, Hainingtu, Tsonanfa, Harbin, Dalny, Antung, Tieling, Chinghsien, Sifeng, Hailan, Suifu, Hailun, Ninguta, Kungchun, Liaoyang, Fuyi, Yenchi, Kaping, (HUPEN): Hankow, Shai, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wush, Hsuehchow, Tungchow, (SOOTY): Tsinkiangpo, (SHANTUNG): Tsinan, Tsingtau, Chetoo, Tenghsien, Linhsien, (SHANXI): Tiansui, Yancheng, Sinkianghsien, Tatsungfu, (HONAN): Kaifung, Chowkiakow, Hsuehsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kungchow, (FUJIAN): Fochow, Amoy, Hankow, Chuanchow, Changchow, Santiao, (CHERIAN): Hankow, Shaochow, Hsuehchow, Kashing, Yenchow, Ningpo, Lanchow, Yuyao, Haimen, (KIANGSI): Nanchang, Kiating, Kachow, Chintchen, Chian, (ANWEI): Wuhu, Anking, Pangow, Luchow, Tating, Tungki, Luan, (SECHUEN): (Kweichow): Kweiyang, (SHANNY): Sianfu, Hanchungfu, (SUTYAN): Kweihwang, Paotowchen, (TAIWAN): Keelung, Fenchien, (URGA): Urgan, Kalgiao.

Chief Manager: N. J. STARR, Esq.

Manager: A. G. STEPHEN, Esq.

LONDON BANKERS: WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, at per cent. per annum

" 6 " " " "

" 12 " " " "

N. J. STARR, Chief Manager.

Hongkong, July 11th, 1919. 9

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds:—Sterling ... \$15,000,000

Silver ... \$21,000,000

Reserve Liability of Proprietors \$15,000,000

Court of Directors: J. A. P. M. Esq.—Chairman.

Hon. Mr. E. V. D. PARR—Deputy Chairman.

J. W. C. Bonnar, Esq., P. H. Holyoak, Esq., J. H. Compton, Esq., Hon. Mr. J. Johnston, Hon. Mr. S. H. D. Hall, W. L. Patterson, Esq., C. R. Gabbay, Esq.

Chief Manager: N. J. STARR, Esq.

Manager: A. G. STEPHEN, Esq.

LONDON BANKERS: WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, at per cent. per annum

" 6 " " " "

" 12 " " " "

N. J. STARR, Chief Manager.

Hongkong, July 11th, 1919. 9

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital ... Frs. 48,000,000

Reserves ... Frs. 50,000,000

BRANCHES AND AGENCIES:

Bangkok, Hongkong, (Saigon) Canton, Mongtze, Shanghai, Canton, Nanning, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Peking, Tonkin, Hankow, Pnom-Penh, Vladivostok, Hanoi, Poudchery.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Crédit Lyonnais.